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Vol. 1

No. IV

QUARTERLY
OF
The Society
OF
California Pioneers

HENRY L. BYRNE

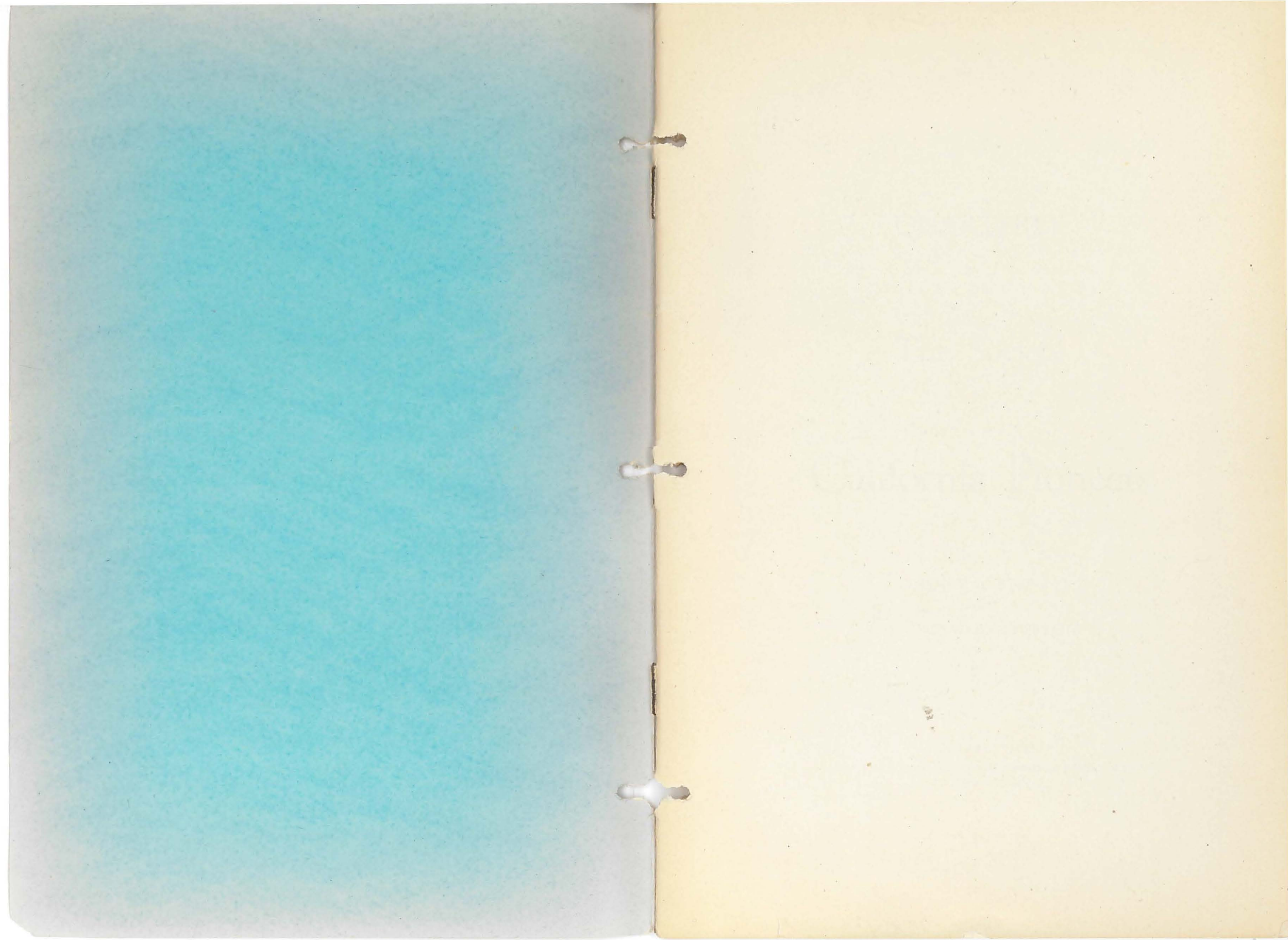
Editor

DOLORES WALDORF BRYANT

Assistant Editor

SAN FRANCISCO

PUBLISHED BY ORDER OF THE BOARD OF DIRECTORS
DECEMBER 31, 1924



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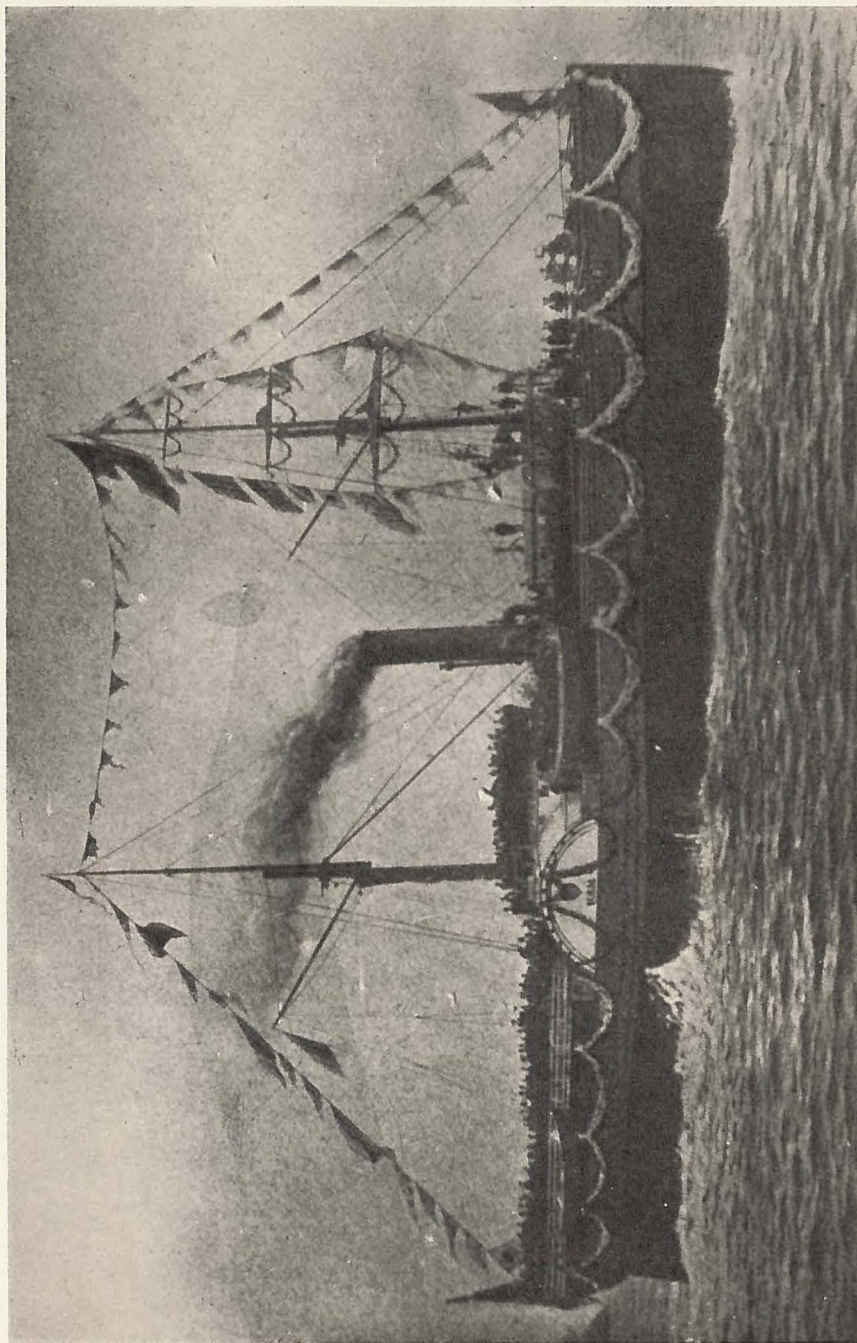
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THE SIDE-WHEELER "CALIFORNIA," FIRST STEAMSHIP TO ENTER THE GOLDEN GATE, FEBRUARY 28, 1849.

Before The Steamer

A ghostly ship, sails trimmed to a soft breeze, stole warily through the Golden Gate on the night of August 11, 1775, while shadowy seamen "heaved lead" from her bow and sides. When dawn wakened the birds on Alcatraz and warmed the yellow hills, the packet "San Carlos" was revealed at anchor, first vessel to enter San Francisco Bay.

Forty days and nights were spent in surveying the bush-bordered coves and rocky shores. Then Lieutenant Ayala, commander, turned the "San Carlos" towards the sea and sailed south to Monterey where he obtained audience with Junipero Serra and said:

"It is not a harbor but a multitude of harbors in which all the navies of Spain could play hide and seek!"

Fourteen years later the ships of the Americano, cruising curiously up the coast, began to worry Pedro Fages, governor of Alta California, and he wrote the following letter to Josef Arguello, commandant of the Presidio at San Francisco:

"Whenever there may arrive at the port of San Francisco a ship named the 'Columbia,' said to belong to General Washington of the American States, commanded by John Kendrick, which sailed from Boston, September 1787, bound on a voyage of discovery to the Russian establishment on the northern coast of this peninsula, you will cause the said vessel to be examined with caution and delicacy, using for this purpose a small boat, which you have in your possession, and taking the same measure with every other suspicious foreign vessel, giving me prompt notice on the same. May God preserve your life many years.

"PEDRO FAGES"

Santa Barbara,
May 13, 1789,
to Josef Arguello.

The commandant continued to obey those orders. In 1803 Captain John Brown of the "Alexander," who had spent some time in the harbor during March, appeared again in August. Arguello ordered him to leave. The "Alexander's" super-cargo, James Rowan, heard Brown's version of the story and wrote an eloquent appeal to Arguello. If the commandant only knew of the suffering and misfortune that had followed the "Alexander" on her journey! With food, water and wood all but gone, and no way to land along the coast because of the savage Indians who waited to attack them, they had put in at San Francisco through

desperation. If the commandant would come aboard and see the terrible conditions owing to the lack of food and water!

The letter ended: ". . . trusting in your Christian charity and that of your nation, we hope to be permitted to remain in this port the time necessary to obtain supplies and make repairs, since otherwise we will certainly lose our ship.

"God preserve your life many years.

"JAMES ROWAN."

The quality of the commandant's heart is lost to history, for there the story ends. But the attitude of the Spanish officers must have changed, for in 1822 Captain John Hall wrote detailed directions for all vessels making ports on the California coast. His advice concerning the whims of the tides in San Francisco Bay was:

"Great attention must be paid to tides, which, during the full and change of the moon, run very rapid, and, I should think, in mid channel, at the rate of six miles per hour. A vessel going in would do well to keep in the middle of the stream. After getting in the heads, keep Fort Blanco about a point on the starboard bow. Passing the fort, the anchorage is situated in a small bay, immediately abreast of the Presidio, where a vessel will find good holding ground in 5 fathoms, about a cable's length from the beach."

The brig "Pilgrim" anchored in the bay during December 1835, and a member of the crew, Richard Dana, wrote in his famous journal:

". . . a newly begun settlement, mostly of Yankee Californians, called Yerba Buena, which promises well. Here at anchor, and the only vessel, was a brig under Russian colors, from Asitka in Russian America, which had come down to winter, and to take in a supply of tallow and grain, great quantities of which latter article are raised in the missions at the head of the Bay."

The two vessels spent Christmas in the harbor and the rain beat down upon them. Deer huddled under the trees on Wood Island, called Isla de los Angeles by the Spaniards. Men off the "Pilgrim," ashore getting wood from the island groves, lit fires on the beach and gathered close to the coals. They spent a week chopping between showers and the ship stored up a year's supply of wood. Then one night with the stars twinkling coldly far above, the "Pilgrim" took in her anchor and went sailing out to sea.

Shipping was never a frenzied affair in those days. Two or three boats was commerce enough. Whalers and craft in search of tallow, hides or grain were the principal visitors. At one time

during 1835, seven whalers rested off Sausalito. They used to lie in the cove taking on water and making repairs.

Eleven years more dawned and waned above the restless waters, and a passenger ship entered the harbor. The "Brooklyn" with 238 Mormons came to anchor July 31, 1846, just 22 days after the American flag had first lifted to the breeze over San Francisco's herb-grown plaza. The following March the "Thomas H. Perkins," "Loo Choo" and "Susan Drew" came one by one into the waters between Alcatraz and the cove, and Stevenson's regiment was landed.

The first steamboat appeared on the bay in October 1847. The "Sitka" was built as a pleasure boat for Russian officers at Sitka. She was a regular leviathan, 37 feet long, 9 feet in breadth and drew 18 inches of water. W. A. Leidesdorff bought her on one of his northern trips and had her taken on board the "Naslednik," bound for San Francisco. The "Sitka" rounded Wood Island on her first voyage in the bay, and then with 12 on board, including crew, made the journey to Sacramento in 6 days and 7 hours. They say an ox team beat her on the south-bound trip and that Leidesdorff ordered the machinery removed at once. At any rate she became a sloop and went down in a bay gale the following February.

In 1847, W. S. Clark built a small wharf off Clark's Point where deep water came up to the rocks. His pile-driver was 1200 pounds of pig iron from a whaler in Sausalito cove. It was lifted by windlass and the sunny beach echoed to the dull pounding of the clumsy machine.

In October 1848, the brig "Belfast" discharged her cargo at this wharf, now Broadway and Battery. She was the first to do without lighters. The little Clay Street wharf, landing place for small boats, was still used and work had been started towards filling in the Jackson Street lagoon.

That gives us San Francisco's waterfront in 1848, the year that a brusk and bearded man named Marshall found a glittering chispa in the tail-race of a new-made sawmill.

For a little while San Francisco Bay and the beach were as languid and free of clutter as they had ever been. But the secret that was to have been kept until John Sutter's crops were in, drifted south in whispers from man to man and down the river until one day Sam Brannan, returning from the mill country, leapt ashore and raced through the mud of Montgomery Street, crying:

"Gold, gold, GOLD!"

And the great rush was on.

The Rush of '49

There was an element of well-placed drama in the great gold rush of 1849. It began just as the first American steamship line went into service on the Pacific. But California's new-found gold had nothing to do with the organization of the Pacific Mail.

The agitation for mail service to the American territories on the Pacific began in the early forties, about the time the British line started operations along the South American coast from Valparaiso to Panama. It reached definite action in Congress, March 3, 1847, when a steamer mail service was authorized to operate bi-monthly between Astoria, Oregon, and Panama, touching at various ports on the way. The line was organized April 12, 1848, and was to have three side-wheel steamers.

Whispers of the great discovery had begun to travel through the States when the "California," first of the steamers, left New York harbor on October 5, 1848. But the two or three passengers on board were bound for South American ports and even the crew were inclined to smile wryly at the stories.

But rumors kept seeping in upon the cities of the East. They came in letters and by word of returning sailors who had heard the waterfront gossip in strange ports. People began to wonder if there wasn't something in it after all. Numbers of them took passage on the "Panama" and left November 7, 1848. But this second steamer struck heavy weather off the Bermudas, blew out a cylinder head on the fourteenth and put back to New York under canvas. One of the seamen said she was so poorly rigged that she was ill-used by the seas, and dragged drearily into port just as the "Falcon," filled with hopeful passengers, steamed out for Chagres. The "Oregon," cruising down the bay on a trial trip, passed her crippled sister and cheered the "Falcon."

On December 10, ten days after the "Falcon" left port, President Polk's message to Congress gave confirmation to the wildest statements on the gold discovery. It contained Mason's report, told of the specimens and cited various definite finds.

The "Falcon" landed her human load at Chagres and returned. Other ships followed, riding down the heaving seas under sail and steam. Day by day the hordes increased. Those from the "Falcon," having seen and touched dust and nuggets in the possession of a hotel man at Panama, were as weary of the 25-day

wait as the hundreds, who after reading the President's message had taken passage on the first boat to sail.

They waited through the long days and hot nights, watched the silly lizards scamper over the sunny walls of Panama and listened to the ceaseless calling of the bells.

There were false hopes and clouds that looked like smoke, but one day a faraway line of smoke did rise from the uneasy horizon. The "California"! It was a clamouring mob that surged down the beach as the side-wheeler anchored offshore and placidly sent in boats for mail from the "Falcon."

Remember that all this government talk of gold discoveries, and the subsequent madness on the part of a free, thinking people had taken place while the "California" was steaming through calm and storm, frozen straits and tropic seas. She might have been cruising through the waters of another world for all she knew of Marshall's luck until February 1, 1849, when, loaded to capacity, packed with eager, almost hysterical human beings, she left Panama for San Francisco.

Twenty-seven days later she was sighted off Loma Alta, later called Telegraph Hill. News of the first steamer went shouting down the hill and through the fevered, tented town. Every minute increased the cheering, flag-and-coat-waving crowd of figures on the beach.

The two or three men-o'-war in the harbor boomed salutes as the "California's" prow peered slowly around Clark's Point. Her decks hidden by curious, almost awe-stricken passengers, she slipped past the battle boats, whose seamen swarmed shouting in the yards. From the faraway shore came cries of welcome and small boats put out from pier and beach.

Hardly had the "California's" anchor found holding ground when the boats gathered alongside, the oarsmen shouting that there was more than a million a month at the mines. For already the passengers were asking if it was true about the gold. That night San Francisco was bright with the lights of lamp and torch, and the crack of pistol shots spattered in celebration.

A few days and the passengers were hurrying to the mines, followed by the crew who left the steamer to ride the waters in lonely splendor. It was weeks before she could find men enough to set out on her regular mail route.

But that was a gold rush de luxe compared to the fleet of ships that followed through the year. Steamers at their worst were better than the best of sailing craft. Large, built for comfort to

the passenger, well stocked with food, they were soon in port and out again for another load.

The "McKim" and "Senator" followed the first three steamers to the Pacific, taking their places in the shuttle of side-wheelers that ran up and down the coast. During the last ten months of 1849 the five steamers landed 3,959 passengers at San Francisco. The "California" cut down her initial trip of 28 days to an average of 22 and 23 days. The "Oregon" generally made the run in 20 or 21 days, but the "Panama" set the record with 17 days on her first run. Then, having established a name for speed she settled back to the same average as that of the "Oregon."

Steamer fares from New York to Chagres were \$150; from Chagres to Panama, \$20; Panama to San Francisco \$250. The run from Chagres to Panama was made in canoes, small steamer or row boats to Gorgona and on muleback from that village to Panama. With the fares alone amounting to \$420 a head, it isn't hard to understand why most of the adventure-seeking boys came West under sail. It was almost impossible to make direct connections with a steamer at Panama and there were hotel charges to be paid on top of transportation costs.

Sometimes whole families came West on the steamers. Others sent for the wife and children a year later. But those whose purse had limits took passage aboard the sailing craft and came by devious ways. There was the trip around the Horn, the journey across Panama or one overland from Vera Cruz to San Blas or Mazatlan. The first two carried the bulk of gold hunters.

It was a romantic rush, set to music, even though bitterness and suffering came later into the lives of many. Very early in '49 "The California Immigrant" began lilting its way around the world. Gold-seekers by the thousands sang as they went down to the sea. They sang as they rode into the dry plains of the Middle West—but this is not the story of the prairie schooner.

This is a tale of the sea, a moody, merciless world of uneasy waters, where the wraiths of thirst and starvation came to roost in the mastheads as men stared at each other over rotting food, where the creaking, ill-smelling boats were hated prisons and a sail upon the horizon was like a call from home.

Jonathan Nichols, credited as the originator of "The California Immigrant," sailed for California on the "Eliza," December 21, 1848, with the words of a new song on his lips. The story goes that Johnny Nichols, a Salem boy, was given a farewell banquet by Henry Cogswell, Henry J. Cross and G. L.

Streeter. In those days rhyming was quite the fad and the three young fellows sat down to make a song for the occasion. "O Susanna" was a popular tune, so after considerable argument and humming they wrote eight verses to the swing of it. The eight were neatly copied and given to Johnny while the trio sang them with much feeling. Four of the verses have survived:

THE CALIFORNIA IMMIGRANT

I

I came from Salem City,
With my wash bowl on my knee,
I'm going to California,
The gold dust for to see.
It rained all night the day I left,
The weather it was dry.
The sun so hot I froze to death.
Oh, brothers, don't you cry.

CHORUS

Oh, California,
That's the land for me;
I'm going to Sacramento
With my wash bowl on my knee.

II

I jumped aboard the 'Liza ship,
And traveled on the sea,
And every time I thought of home
I wished it wasn't me;
The vessel reared like any horse
That had of oats a wealth;
I found it wouldn't throw me, so
I thought I'd throw myself.

CHORUS

III

I thought of all the pleasant times
We've had together here,
I thought I ort to cry a bit,
But couldn't find a tear.
The pilot bread was in my mouth,
The gold dust in my eye,
And though I'm going far away—
Dear brothers, don't you cry.

CHORUS

IV

I soon shall be in San Francisco,
And then I'll look all around,
And when I see the gold lumps there
I'll pick them off the ground.
I'll scrape the mountains clean, my boys,
I'll drain the rivers dry;
A pocket full of rocks bring home,
So brothers, don't you cry.

This song crossed the Atlantic with an English writer on his return from the mines and appeared in the *Edinburgh Review*. It was sung at the Straits, at Talcahuana and Valparaiso. It echoed through the Sierra canyons and the gambling halls of San Francisco.

From England, France and Germany, from Norway, Denmark and frozen Russia, the ships came sailing. But it is the rush from the Atlantic States that particularly interests us. By December 1848, ships were leaving daily, slipping through the dark and icy waters of the wintery harbors. There were boats

that had slept in the mud for many a season; there were river boats and whalers, freighters made over with cabins set up between decks, boats that yet reeked of strange cargoes and stranger lands. And still the hordes crowded to the wharves crying for more ships.

Sometimes the passengers owned the boat, having organized into a mining company. There were hundreds of such companies formed in brave enthusiasm. Most of them broke up in San Francisco Bay. Sometimes the boat belonged to the captain or to an Eastern capitalist.

Those captains were a motley crew; many of them wise and good, mastering the seas though their craft were wallowing tubs. There were captains who came back from retirement; captains who never carried passengers before and fought continually with the unhappy landlubbers. There were captains, too, who got drunk in heavy seas and slept loudly while the ship was beaten by the waves. One master was forever putting members of the crew in irons. He hired, put in irons and fired four first mates on one trip around Cape Horn.

But while the rush was in its first great year the adventure-seeking boys and gold-hungry men thought very little of seaworthy ships and captains. The papers published lists of boats sailing and the first to leave was the one every man wanted. While they were waiting they squandered money on marvelous mining and gold-washing machines. They bought whistles for signaling each other in case the wild Indians attacked them at the mines; and laid in three years' supply of tinned foods and pilot bread that rotted to loathsomeness before the Horn was sighted. Red shirts and high boots were tried on and in some cases worn all during the long months to California.

Most of the immigrants of '49 were boys and men under thirty. Boys who had been too young to fight in Mexico had now come to the age of independence. There was no war to cloak them in glory, no prospects but beginners' jobs down at the village store or in the lonely cities. One can imagine that the stories of California's gold found them hot and ready to be off.

The boyish penmanship of long ago, now fading on yellowed paper, tells in thick journals, written at sea, of the great preparations in New England villages when the boys set out for the mines. The goodbyes to the fellows at the store, village meeting place; the tender and tearful farewell of mother, the envious small brother, the big dinners at an uncle's house with a family reunion. Then the ride down to New Bedford, New York, Nan-

tucket—any one of the numberless ports. Sometimes an elderly relative, unable to make the journey, but envying them the great adventure, would help the boys purchase supplies. "Mr. Goodyear's rubber tents and coats" had just come into the market and thousands of them traveled West. There is later mention of a man sending up prayers of thanks to "Mr. Goodyear" for a rubber tent that covered him in a tropical storm on the Isthmus.

Firearms were considered part of the correct attire for a California miner. And the boys of '49 had to be correct, just like the boys of any day. So they bought pistols at \$14.00 a pair, a revolver apiece at a scandalous price not given, gold sieves, bellows, smelters for gold and quantities of medicines. One cautious company bought \$130 worth of medicine, including one gross of Pulmonary Balsaam at \$36. Another took the frame of a two-story house, a \$500 boat and several mining machines.

Then there was life insurance to attend to. The American companies very soon shut down on California insurance, for the risks were great and their books were loaded. For a time the English companies took on California risks, but they were soon swamped and shut down. There is a story that many of the policies carried clauses declaring that one night spent in Chagres, a fatal fever port in those days, would invalidate the policy.

When all the purchasing of supplies and the farewell banquets were done, the boys spent hours down on the wharf watching the carpenters finish work on their ships. This last minute carpentry was frequently poorly done, what with passengers shouting for speed and an early sailing date.

At last the day would arrive, the loads of baggage and equipment would be heaped on deck ready to be stored away by the owners, and the crowds would gather on the wharf to cheer the gold hunters out of the harbor. People were late, even to taking ship for the gold fields, and many a '49er had to ride out on the pilot boat, frantically waving to the stern of the outbound ship.

Before January 1849, had ended, ninety vessels had sailed out of Atlantic ports, seventy were ready, and more than 8,000 men were on the way. The first boat recorded in the San Francisco list kept during 1849 by Edward A. King, Harbor Master, was the "Mary & Ellen," out of Salem, and the last was the "Ann Perry," also out of Salem, 184 days in transit. Experiences on board one vessel were much like those on another, so that the following is in no way an exaggeration or an account of the unusual. It has been taken from four daily journals, kept during voyages on as many different ships, and some fifteen books and

biographies written shortly after the authors had arrived or from notes made on the way.

THE VOYAGE AROUND SOUTH AMERICA

They were a sad lot the first two or three days at sea. The majority of them had never been out beyond sight of land before and the waves hit them hard. Sick and pale, they put away their arsenals of pistols, revolvers, rifles, dirks, slung shots and bowie knives and settled down to wondering if it was ever going to be calm again.

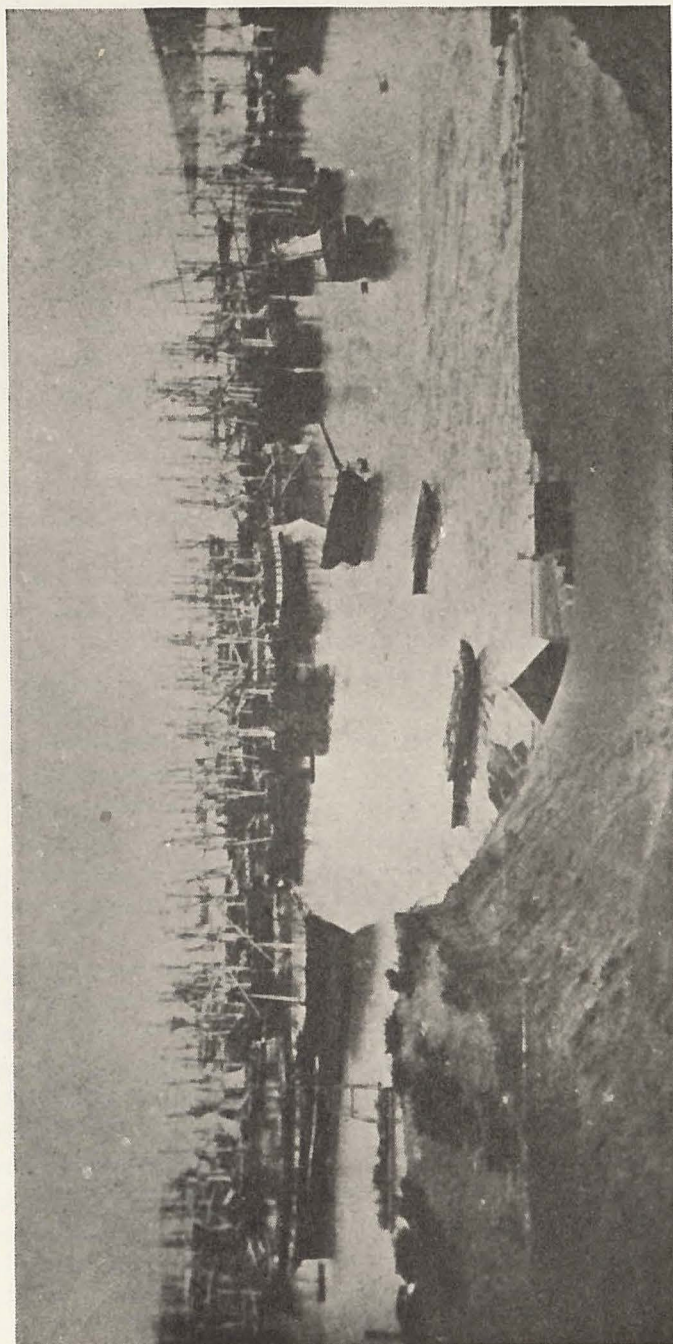
It was a sudden change of environment for many of the boys. They came from homes where mothers and sisters catered to their comforts, where everyone cared and one's tastes were considered. But as the land heaved beyond the horizon, a great loneliness came. They found themselves amongst people whose own discomforts and ailments took all their time and interest. Every man for himself was the code.

One boy, taken violently seasick, called the steward and ordered porridge. He waited many hours but no porridge arrived. Then he discovered that the steward had gone to sleep. Seasickness turned to homesickness.

Down off Hatteras storms awaited. The whine of the wind, the hiss and lash of the waves, the heaving and the creaking of the ship added terror to both seasickness and the ache for home. Sometimes the men and boys down in the steerage were locked beneath the hatches. In one case a hatch leaked in salty waterfalls at every surge of the waves. The steerage passengers began cutting through to the cabin and the cabin protested. So the captain ordered the steerage out and as many as could crowded into the cabin while the rest huddled on deck, holding tight to anything that was fastened down.

The first homeward bound boat to be passed was always an irritant to homesickness. Sometimes a mast floated by about the same time and made the gold seekers think of Davy Jones. It was rather a relief to find that the food was bad. It gave them something safe to think about.

The first signs of discontent arose when the passengers discovered that the coffee was bad. That meant the end of seasickness and the beginning of a four to five months battle. Home increased in perfection as the corn cake failed and the salt junk got saltier. Objects supposed to be biscuits, and black tea were bad enough, but one boy was in the midst of tragedy when a



VESSELS ABANDONED IN SAN FRANCISCO HARBOR DURING THE GOLD RUSH.

sudden sea broke a bottle of raspberry syrup that mother had given him.

The journals are full of broken thoughts: the "Chinese man-o-war" that floated by, looking the "size of a pineapple" and "like a lobster with a hog's bladder on his back." One day the duff pudding was good and then: "Mondays we have baked beans for dinner." Indicating that a schedule had been set and the passengers were checking up.

The Bible mother gave her boy (and there were thousands of such gifts), began to have dog-ears and thumb pages. A sail was sighted, and a porpoise. There was a calm; passengers went over the side to swim until sharks cut the water hungrily. Someone speared one of the man-eaters with pork for a bait. This brought cheers and the boys felt revived.

"My appetite is pretty good," wrote a gold hunter, "That is it would be if I was at home where I could get something good to eat."

The "living" of the California-bound vessels was handled sometimes by the captain or a regular steward and sometimes by a passenger traveling as "super-cargo." In either case there was trouble enough. Discussion of the subject became pointed and direct. Sometimes dissatisfaction brought on a vote, as in the case of onions vs. no onions for the lobsouse. The vote was in the negative, so the lobsouse, a sort of boiled hash with ship's bread, went onionless for the voyage.

No doubt there were boats with excellent "living" but in the records it is always the "other ship," the one with the good captain. Generally a vessel whose passengers row over for a visit during a calm, or one at anchor in a South American port for a few days to take on fresh water.

The lobsouse used to develop amazing properties as the days became months. The pork and beef strengthened and the ship's bread, crumbling like ground glass, was full of worms. It was dropped into the lobsouse after the meat had cooked through. The boiled water was soon covered with worms which were deftly skimmed from the top before serving the meal. According to one of the diners "it was a good dish if you did not see the cook prepare it."

There were days when the passengers played games and cards, sheared each others hair, boxed, matched at checkers, sewed clumsily, spliced rope with an old sailor for instructor, sang and told stories. They fished for sharks; and sometimes a whale was sighted, as he rose and plunged down into the surging sea.

Then a vessel would appear, near enough to be spoken and the captain would shout through cupped hands:

"Ahoy, ahoy, where are you from?"

Far across the water a dragging, chanting voice would cry the home port.

"Where are you bound?"

"To Tampico, do you want anything?"

Sometimes it was wood or potatoes. Sometimes the passengers of one boat would row across to the other with letters.

Another day and need of clean clothes. The method was ingenious. The clothes were soaped and put down on deck where the industrious passenger stamped on them until they looked clean.

The days crept into sunset and others followed, bringing nothing but heaving water and infinite sky. Suddenly a sail was sighted on the rim of things. Slowly it approached. Passengers came aboard to visit. Some of them were from the home town. For a little while there was talk of familiar faces at home and the strange new land beyond. Then they returned to their ship and the two vessels drifted apart.

There would come a calm and the men jiggled on deck while the few ladies aboard watched them. An eclipse of the moon helped out for a time and then the captain, taken in a friendly mood, played tuneful airs on his "Spanish instrument." There was a wonderful day with baked potatoes and a little butter connived from the steward.

The inevitable slump came next morning: "It was a hard old breakfast."

Sickness fell on the ship as she drew near the Equator. A man fell from the upper to the lower deck. It happened often in the choppy seas. The heat was oppressive. The days were long and dreary. Someone flew a kite and a number of boys took a bath by standing, each in his turn inside a barrel and being showered with pails full of salt water.

Neptune came on board at the Equator. He never failed unless there was a storm. He is described as "the gentleman who shaves all those who never crossed the 'Line' or Equator before." Old Neptune wore a ragged costume and false whiskers. Those who failed to answer as he called the names were sentenced to pay a forfeit; sometimes two bottles of brandy at the next port. (That would be Rio.) Those who answered were showered with water and soap suds; then shaved with a shingle.

A ship was sighted. They had just fifteen minutes to write letters home. The mate was bawling: "Hurry up!" There was a

nervous scratching of pens, the quick breathing of excitement. Letters were jammed into envelopes, hastily sealed and handed to the men waiting in the boat. One fellow who had his letter ready before a boat was even sighted, swung his hat gloatingly, and lost the letter overboard. Some of the boys began to wonder if they had sealed their letters tight enough. Would they reach home safely?

Many a dog went to the gold rush. One boat had six of them. Every time the boys took to cheering and singing the dogs began to fight. They did it nearly every day on the way to "El Dorado."

One of the boys, whose journal remains, celebrated his 22nd birthday between Rio and home. There was a storm, too; the wind blew away the jib, boom, flying jib and spit-sail yard. But he thought of next year and his pockets "full of the needful." It gave him courage.

The long days at sea were wearing on everyone as Rio became a matter of days. Everyone was quick to anger. One fight between a captain and a passenger started over molasses to sweeten a glass of water. The passenger asked the cabin boy to get the molasses. The boy refused and the passenger went into the galley after it. The steward tried to stop him, failed and ran to tell the captain, who raced down, clapped the passenger three or four times on either side of his head and the battle was on.

Suddenly the fever of Rio swept over the ship. Everyone took to blacking boots, shaving, mending, brushing clothes and making sacks for fruit.

First an orange was sighted in the water. Then the rocky mountains of the Brazilian coast rose out of the sea. "Boobies" swarmed around the ship, darted down for fish or sailed insolently by, perched on boards and sticks that rode the waves.

The coast rose—grew larger. Oranges, lemons and cocoanuts floated on the water. The ship spoke other vessels as they came out of the harbor, bound for California.

All at once the forts and the convents came in sight; then great Sugar Loaf loomed before them and a harbor thick with the masts of many ships. Beyond rose the Emperor's massive palace. Small boats scurried out from the beach.

The last minutes of waiting were impatient ones after the past two months at sea. But the Brazilian customs officers were deliberate souls. At last they were done and the health officials declared the ship safe while passengers swung down to the waiting boats.

They were commanded by natives and manned by slaves. None of them wore more than a short skirt or a breech cloth and

the boys from New England marveled at the scanty costumes. The slaves, long armed and powerful as baboons, wore rings around their necks, carried flour barrels on their heads and called out in a foreign tongue as they wound through the crowds on the waterfront.

So many California bound ships had come in to Rio harbor that fruit prices had gone up and native merchants were filling their treasure chests. Negro merchants shouted their wares in the public square (one boy called it a "common") and the women slaves shuffled by with great tubs of water on their heads. An inquisitive youngster discovered that it took four pails to fill one of these tubs.

There were many things to see in Rio—strange things. There were the great churches, glittering with gold and silver images and ornate interior carvings. There were the colorful markets with melons, bananas, oranges, lemons, squawking parrots, chattering monkeys and screaming macaws. There was the haggling over money, for the natives would deduct twenty-five per cent from the value of foreign moneys. Their coin was in copper "dumps," worth about two cents. They had a "half dump" and bills valued from ten cents to two dollars.

Mealtime found most of the boys at the Phoenix or some other hotel putting away beefsteak, potatoes, coffee and real bread. That tended to, there were the fountains and the aqueduct to see. It was something of a sight to look out on the harbor where 47 vessels lay at anchor during one week in April, 1849. Practically every man of the 5,000 passengers they represented was on shore. Among them were some off the "Phoenix", back from California with news of "gold enough and plenty fighting."

Across the harbor, an eight mile ride in a small steamer, was Rio Grande, the residence district. Four dumps fare to get there, and what a meal afterwards at the "Coffee Hotel"! Food for gourmands! There were orange groves, too, where they were told to take all they could eat. Down on the plaza fireworks were blazing in honor of some saint or patriot and slave girls paraded with baskets of flowers.

Back in Rio that night, many of the "Californians" got drunk but the rest ate some more good land food and slept on mattresses that didn't toss all through their dreams.

There followed several days of sightseeing, of climbing Telegraph Hill where soldiers stood guard, signaling by flags to the forts when a vessel was sighted; of watching a slave girl climb up the steep cliffs with a tub of water on her head and a baby on

her back; of riding nine miles up the river to a little town and then six miles through the woods to a garden in a valley at the foot of high hills.

The Emperor's garden was a sight that few gold hunters missed, for they were given all the fruit they could carry and allowed to touch oranges as "large as a child's head", "lemons as big as saucers", and tropical flowers of every color.

Sailing day came quickly and each man brought aboard his idea of supplies for the journey into the Pacific. There was a boy who bought 12 pounds of sugar at 6 cents a pound, a 60 cent tin of preserves, 100 oranges at 34 cents a dozen, and a bottle of honey for 25 cents. In fact one bit of a sailing boat went out of Rio harbor in April 1849 with 25,000 oranges on board, 5,000 owned by the ship and the rest belonging to the passengers.

Each captain that sailed out of Rio had to learn the password before clearing. On one occasion the word was "Johana", which was given to the lower fort when the sentry hailed her. The "Savannah", man-o-war, glided grandly into the harbor one day in April and both of the forts gave her twenty-one guns.

But that was all beyond the rim in a very short while and a storm played with the ship. She lurched and dived until there were no diners left at the tables and the dishes were "used up completely."

Once more the dreadful days were on the ship. A calm followed the storm. Someone thought to snare birds and someone else kept the eyes of a shark, preserving them in alcohol. The steerage passengers made a great rumpus one night, shouting and cheering down below. The captain, feeling a bit peevish, lumbered down to bawl for silence. There wasn't a sound but the creak of the boat and a clinking as the lamps swung with the surge. Then the captain turned; someone groaned. The skipper's feelings were very much wrought up. "He said a great deal to them, so much that the passengers were very much disappointed in him," ran the comment. Next day the cabin boy found a letter on the stairs. But the captain would not read it and overboard it went.

Sometimes the crew and the captain quarreled. Men were tied in the rigging or put in irons. One captain put into port at Montevideo and sent twelve men back in irons for mutiny.

The days grew shorter. The monotony of the shifting waves made trouble; quarrels over missing money, over food and quarters. The weather was threatening with storms. "Above were clouds hurrying as from a fallen world" wrote an observing boy.

Everything seemed in frantic motion, rushing towards the endless rim. The sea heaved in great caverns and glistening peaks. A man had to cling to his berth with both hands to keep from being thrown to the floor. The deck was washed with violent, almost vengeful seas.

Debating societies were formed in an effort to keep minds in cheerful key. "Will the discovery of gold be beneficial to the United States?" was decided in the affirmative. But the question: "Was the manner in which our forefathers treated the aborigines justifiable?" went to the negative debaters.

Water began to get short. "I feel as if I should like a meal of good victuals" was the plaintive entry for the day. Another debate gave several hours to the proposition: "Does the abolishment of capital punishment tend to abate crime?" The negative won. Storms became more frequent as they neared the Horn.

"I should like right well to be home and see the verdure on my own native hills," wrote one boy after he had spent a good part of the day threading needles for the sail maker. There had also been a great sea that washed everyone to the other side of the ship. It hadn't been at all comfortable.

Another debate: "Which is the more pleasant, anticipation or realization." That wasn't decided. The question of making way to the Pacific drove it from their thoughts. There were three roads to the west; the straits of Magellan, the straits of La Marie or the route around the end of Staten Land.

The wind was stiff and bitter. Sometimes it blew the little ships far down until they must make the journey around Staten Land. La Marie was a strip of water twelve miles wide, with Staten Land on the left. One boat made it through at a twelve knot speed, with three knots of tide going against her. There was a cold howling in the masts, bleak and direful.

It was uncanny to awake in the black and early morning and hear the tramp of sailors' feet and the sound of hailstones beating on the deck above. Bad enough to look out on the ugly churning waters without having a captain try to save on food, even if he was afraid it wouldn't hold out until Talcahuana.

There was the molasses . . . "one pint . . . would make a man drunk and so black it would make a chalk mark on a negro." No wonder the boys were more homesick than ever. Sometimes they had a month of it, battling through to the Pacific. One boat was "winter bound" three months. Days would be passed in the little harbors, where a boat or two would huddle against the driving

storm. Even a trapped albatross, measuring ten feet from tip to tip, didn't cheer things up.

Home looked so good: "Would to God that I may be able to repay in part to my parents for the Kindness they have shown to me in times past."

The world seemed full of whining things that rushed among the shrouds. It was cold and white. The food began to rot. At night rockets would arc their way into the black and fade. In the midst of this fearful time, the captain decided to cut the meals from three to two. The short days were his excuse, but the boys voted him down and they had porpoise for dinner.

There was the boy who caught an albatross, wrote on a strip of leather the latitude, longitude, number of days from home, name of ship and captain, number of passengers and destination; tied the leather on the big bird's leg and set the surprised creature free.

Freaks of the whimsical winds would sometimes bring a calm to the stormy seas along the shores of Staten Land. That meant days added to the journey towards Talcahuana and the passengers would go on three quarts of water a day. Often enough the previous storms had set the barrels in the hold to leaking. One ship lost 25 barrels of water before the calamity was discovered.

But even the calm had its compensations in great billowing clouds that piled high in the heavens, turning red with the angry sun as night drew near. There were days of waiting, with breakfast and supper by uneasy candle light. Then a restlessness ran through the sea, the ship began to lumber at anchorage.

One day a sailor, sprawled out along the bowsprit rope with a harpoon poised for a porpoise, was caught by a sudden lurch of the vessel and thrown neatly into the black and icy water. Ten minutes later he was aboard, due to his ability as a swimmer and some fast work by the other seamen. But the man was so exhausted by that brief and terrifying tussle with the waves that he collapsed after removing one boot.

Many captains thought of the Straits of Magellan with awe, almost fear. But one debonair skipper, commander of a regular floating nut shell, called the straits "that crick". A howling gale drove him into the "Harbor of Mercy" a short time later and he was mighty careful about coming out again. Those small harbors, crowded up against the white cliffs of that southern land, with the screaming sea birds forever circling about them, were protecting havens to many a wave-battered boat. Three or four ships would

scuttle into quiet waters and exchange newspapers, gossip of the sea ports—sometimes shift passengers.

During April, 1849, the "Panama" steamed through the straits, paying little attention to wind or seas. A captain, peering out from a safe harbor, spoke the "Panama" and offered \$500 to the steamer's commander if he'd tow the vessel through the straits. The master of the "Panama" refused, saying he had no authority to act.

But the Straits of Magellan, of La Marie and the waters below Staten Land finally found the Pacific and the weary ships headed north.

"No one who has not the experience knows the anxiety of passengers on a long voyage," wrote a weary traveler as they left the Cape.

The rough weather and the seeming endlessness of the journey wore on fear-torn nerves as the months passed. The ride up the Pacific to Talcahuana saw many a quarrel at breakfast, heard many an outburst of profanity as food was pushed away or eaten in disgusted haste. Water dwindled to scant rations and the dishes had to be washed in salt water. The galley was slush and unpleasant odors. At every lurch of the ship, dish water would splash in miniature seas.

It was just about this stage of the journey that the food stores really moulded and rotted. Especially if some Eastern contractor had made money on the cases packed in the bottom of the hold.

One night the boys and men compared pictures of home folks. Sisters, sweethearts, brothers and parents were shown about in tintype and daguerrotype. They told of homes in green hills, of fishing ponds and swimming holes, of all the beloved spots so far away. That night one homesick lad wrote: "I should like to see home now and catch a smell of new mown hay."

Talcahuana loomed just beyond the horizon. Once more boots were polished, clothes mended and coats brushed. There was a general shaving and hair cutting. Less attention was paid to the food. The steward and the cabin boy had a fight, kicked each others shins, pulled hair and felt better.

Then the coast of Chili with dancing lights. Anybody could stand hard bread and molasses with land coming at the dawn. There were letters to write, for Talcahuana was a short ride from Valparaiso where British steamers came for mail. And in the midst of all this a dog, prancing foolishly on the deck, fell overboard with terrified yelping. A boat went down the side and he was saved.

Sunrise brought thousands of screaming birds, revealed a mast-ridden harbor, almost locked in the clasp of green hills where toy cattle, sheep and horses grazed and a man plowed up and down behind a team of oxen.

Talcahuana generally had news three months later from California. In June 1849 the seaport town had sent 200 buildings to California, and had orders for 600 more, small frame affairs, fourteen by eighteen feet. The merchants said that California was to be the great center from which the whole of the western world was to be benefited. And the gold hunters forgot the weary days behind them. "California, by jingo!" was their cry. The natives gave them plenty of room on the street.

The little town with its clay huts and queer customs was a sort of clearing port for all undesirable passengers and captains. Sometimes a master was left with his drink-crazed phantasies. Sometimes a trouble-making passenger found a ship that looked better. Meat and other supplies were taken on. The passengers stocked up once more on sweet things and left much money in Talcahuana.

Once out of port, salt horse and hard bread soon followed the fresh meat and vegetables that lasted for a few days. Dysentery hit many passengers about this time. Those in the steerage suffered agonies for days. Death was not unusual and the seas often took a canvas covered, lead burdened body while faces above peered over the sides in sorrow and fear. There was one case of a dying man begging the captain to carry his body to the nearest port. But a few hours later he joined the others in the great unmarked graveyard of the sea.

The weather turned freaky off the coast of Peru. Sudden squawls blew away main gallants, main royals, skysail sails, and then a quick calm would drowse over the ship.

"Calm-calm-calm" wrote a weary boy, adding: "Hot-hot-hot." Six months on the way and California hundreds of miles to the north. Still he was game. "We have had a long tedious voyage but I have not seen the time I was sorry I started for California."

Galapagos Island was sometimes touched. One ship, stopping for water, found two boys who had deserted a whaler with a cruel captain. During the long weeks in which no ship touched the island, the boys had caught twenty good-sized terrapin and caged them. They offered these to the captain of the passenger ship in lieu of money for their fares to California. He accepted and made a sizeable pile of dust from the sale of those same terrapin in San Francisco.

Pushing desperately up the Pacific, the ships sometimes moldered dankly and swarms of vermin crept about. Passengers in the steerage left the bunks to the bedbugs and slept on the floor. They used to write long sarcastic poems about the food and curse the fleas. Nothing ever happened except an occasional flurry of shouts and yelps when a dog would fall overboard.

Head winds beat the boats back; they were driven now east, now west; then becalmed for days. And while these immigrants watched the shimmering waters for a sail or wrote long homesick entries in their journals, another horde of treasure hunters were shouting to the boatmen of Chagres.

ACROSS THE ISTHMUS

Chagres, the fever-port, where every native wore a Panama hat and very little else. There was the river's mouth where the fussy little steamer "Orus" switched her way out from the pier. There was the solemn fort on the left bank, the baggage-cluttered beach on the other side. Beyond were the mountains. Out in the harbor were the sailing vessels, down whose sides clambered eager passengers. A boat or two was beached and filled forlornly. Two miles out anchored the steamers and native boatmen plied the waters with shouts, rising suddenly before falling back on the oars of their "bungoes".

The voices of many tongues were tempered with rage as some speed-mad traveler discovered that a higher bidder had bribed his "bungoe" and boatmen. No man was sure of his "bungoe"* until he was sitting atop his trunks on board. Many a gold hunter came down the side of the vessel for the last time to find his "bungoe" already well up the river and his trunks on the beach.

Some immigrants built their own boats for the river ride to Gorgona. One party off the "Marietta" out of New York, made a craft called "Minerva", loaded their luggage aboard and set out for Gorgona. Seven days they traveled, with a pull apiece at a bottle of brandy before tackling the rapids. They had a bungle-handed boy along, who managed to jinx everything he touched. So he was ordered to climb the rocks around the rapids and meet them on the other side.

Sadly he did so and waited for the men with the boat. At the head of the rapids they were about to take him aboard when he stumbled, as usual, and made a snatch for an India rubber bag,

*"Bungoe," canoe.

which went overboard. The next instant the "Minerva" was backing down stream at a frightful rate and the whole crew were expressing opinion of the bungler in language fearful enough to hush the monkeys.

At Gorgona the boats were abandoned by the travelers. The "Minerva" for one was sold and dragged ashore where it was tipped over, the bottom being shingled and made into a hip roof. This became "The United States Hotel," the first frame building in Gorgona.

A mule path was the only road to Panama, a winding trail that cut through great gorges and dense forests, passing countless shrines and crosses on the way.

Panama, a walled town, with a prison where the inmates worked ceaselessly on straw hats, was an old and sickly place. There was the Battery and a few guns along the shore wall. The plaza was bordered by the cathedral, the government house and the prison, whose walls were patterned restlessly by the darting lizards. Immigrants learned to mouth the names of the avenues: Calle San Juan de Dio, Calle de Merced, Calle de Obispo.

An old colored woman swung a hammock in the front entrance of the crumbling convent. She used to rent out stable space in the building itself, a "real" a night for each horse. There was another convent, but nuns occupied it.

The immigrants had a dull time, for the natives paid little attention to them, forever heeding the summons of the bells, hurrying across the plaza with prayer mats for mass. And the priests in black silk robes swung down the corridors with long strides. Far beyond the town, smoke or clouds hovered around the mountain peaks.

Toboga, the largest island in the bay of Panama, provided the town and ships with provisions and water. The beef and pork was sold in strips, at so much a yard. There were other islands, green with gardens. Chickens were raised on them and from the flocks came the game cocks that paced the Panama houses with regal strut and crowed at all visitors.

One day just before the rainy season of 1849, a British steamer from Valparaiso entered the bay with \$1,000,000 in gold and silver. That night the fortune was guarded in the custom house. The next morning eighteen mules, divided into two trains with one guard to a train, set out for Gorgona, their packs loaded with the treasure.

The rainy season brought the greatest misery to the immigrants waiting for passage from Panama. Fever came with it

and many a gold hunter was buried within hearing of the bells of Panama. Tickets were more precious than food. Many had bought through tickets at home, but the steamer had either just gone or was not yet due. During the weeks while the "California" lay deserted in San Francisco harbor, hundreds died of cholera, Panama fever, bilious fever and other tropical ailments.

One young immigrant died among the many strangers and a kindly parson took charge of his belongings. The minister was sadly discussing the death with several men when a young fellow jumped down from a nearby wall, strolled over to the group and asked:

"Ah—had he a *through* ticket?"

Many a profiteering capitalist advertised abandoned boats as "new and fast sailing schooners" in an effort to get passage money from those eager to reach San Francisco. Tickets sold at \$200 and \$300 and the passengers were packed on board. They had to provide their own food and fight for a place to sleep. Three times as many tickets were sold as the vessels could accommodate.

The first of these ships to leave Panama Bay struck a wind within four miles of shore, was dismayed and forced to return. The passengers demanded their money back but the captain skipped out.

Disheartened, many returned to the States. Some took the first California-bound boat available, no matter how unseaworthy and were forced to walk hundreds of miles overland after they had been put ashore on the bleak and sun baked coast of Lower California.

The "Niantic" was one of the boats that rescued hordes of immigrants from fever death in Panama. She anchored five miles out and "bungoes" traveled to her all day, bringing passengers who were bedridden, near to death. They were hysterical—frantic. Their only hope was to get out to sea—away from that fearful place. Cheers, weak and quavering, rose from the ship as the captain cried "Heave ahead" and there came the clank of anchor chain.

With 240 passengers aboard, the "Niantic" passed the last flickering lights of the islands and put out to sea. For weeks she sought the trade winds while mold gathered on food, clothing and wood. From the cholera of Panama she sailed into the dangers of ship fever and dysentery. She was one with the boats sailing up from the Horn.

Among those hurrying desperately towards San Francisco was a vessel with a sick child on board. Doctors and the women passengers did all they could, but the little girl died. Canvas was prepared and lead weights made ready. But the mother begged the captain to let her keep the body. If she could only bury her daughter and mark the grave. She cried and pleaded, her screams breaking in terror. Finally the passengers took up a collection and with it paid for brandy to be broached from the ship's cargo. A tin coffin was made from flattened cans and the body wrapped in cloth. It was covered with the spirits, placed in the coffin and the little girl rode at the ship's davits through the Golden Gate.

One would suppose the end of all troubles would be found once the Gate was sighted. But many a ship cruised up and down for three and four days, watching for a break in the fog and a clear path through to the harbor.

Logs and weeds, floating 60 miles out, were always messengers of hope to the passengers. They were done with coopering buckets for use at the mines, had made kegs, harness and tools, had heard the farewell speeches, sung songs for the last time together and packed their boxes.

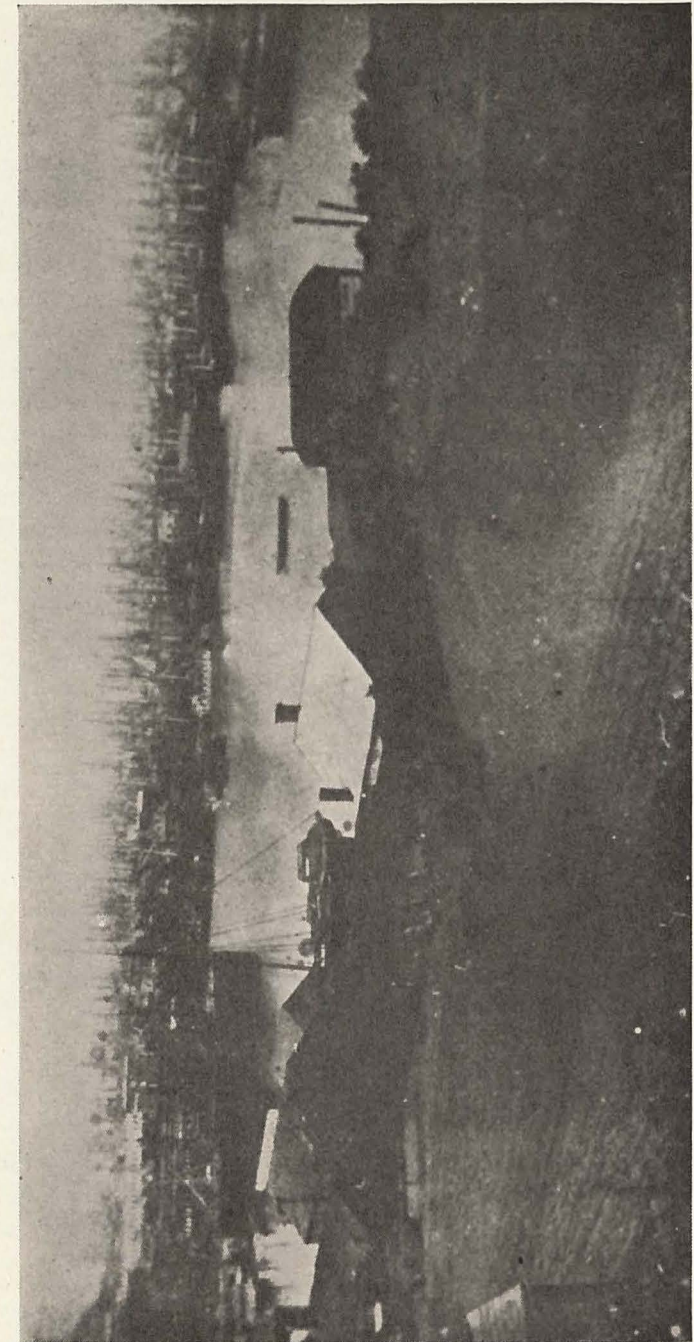
What boxes those were! Clothes and books underneath; on top the most important things of all: crucibles, gold tests, pick axes, shovels, tin pans and firearms, if the latter weren't already decorating one's anatomy. There were trick boxes, too, for hiding gold, boxes with false bottoms and secret locks. One man made 15 buckskin bags, capacity 20 pounds each, for holding his gold. Others had huge belts.

The lookout always had plenty of assistants as time drew near for sighting California. Men and boys crowded at the mast head and yardarms. Sometimes the fog would lift like a curtain, revealing the high, muscular hills, the rugged cliffs and the great white breakers. With but very few exceptions the sailing craft found their bearings about 20 miles north of the Gate. It was in tacking and manoeuvring south that they lost so much time.

Geese, brant, loon and ducks called as they glided overhead. Hair seals frolicked in the water, revealing stripes like a tiger. A whale spouted and dived with a flip of his tail.

Then night would come and ships waited off the Farallones. A baby boy was born on one boat while she watched for the fog to rise from the Gate.

There were few pilots until 1850, and no lights at all. It was the fall of 1850 before Congress appropriated moneys for the



THE COVE AND WATERFRONT OF SAN FRANCISCO AFTER THE CREWS HAD DESERTED THEIR SHIPS AND GONE TO THE MINES.

building of lighthouses in the bay. Point Bonita appeared in 1854, Alcatraz in 1856 along with Fort Point and South Farallone. A few buoys had been placed in 1849 and additional ones were provided for in an act made March 3, 1853.

San Francisco's city directory of 1850 lists eleven pilots for the Outer Bar. Those on the Pilot Boat "Rialto" were G. Simpson, R. Leitch, L. Coxelta, C. J. Wright and Charles Richardson. For the Pilot Boat "Relief", the men were: E. B. Jenkins, M. McDonald, Jas. Urie, C. J. Campbell, Robert Sing and J. Ludlow.

But the ships of 1849 depended on the wit and wisdom of their captains, or just plain luck. Once a schooner offered to pilot a boat in for \$200 but the captain would have no help at that rate.

Finally the fog would lift with the dawn, a favoring breeze would belly the sails and the ship would sail swiftly through the Gate. Too swiftly sometimes, heading straight for the rocks, then swinging her prow and plunging madly towards the white cliffs of Alcatraz. Crying and flapping their great wings the pelicans would rise from the rocky island; the seamen would frantically take in all sails but the flying jib, and the ship would swing suddenly around Clark's Point.

All at once the three bare hills, the tents and adobes at the foot, the forest of masts with darts of restless color flying from the gaffs would seem to spring before the eyes of the land hungry ship load.

In among the ill smelling boats, whose tangle of ropes and cluttered decks gave a picturesque touch to the crowded cove, glided the ship to her journey's end. There was a creaking of the windlass, the clank and rattle of anchor chain, the chant of the men and the shouts of the captain. Then the clamour of boatmen shouting for passengers, the jostling of many tiny craft, the swish and splash of oars, the climb up the wharf steps, a hurrying among the crowds, then mud—thick, brown mud—but the soil of El Dorado at last!

ADDENDA

During 1849, a fleet of abandoned ships lay idle in San Francisco Bay. From 120 to 300 battered bodies topped by a tangle of riggings, crowded one against the other, mottled with barnacles and rank with the odors of the sea. Some of them were deserted by all save the rats.

In October 1849, a man-o-war anchored in the cove, set up a ghastly object lesson to all seamen with the desire for gold hot

within them. Two sailors off the government vessel had made a try at deserting ship one night and killed the officer who caught them. Their bodies, hanging limply from ropes strung in the yardarms, were in view of every immigrant ship.

Some of the ships were homes for gold hunters who wintered on board until the spring thaw in the Sierras set them free to try the mines. The seamen began returning in 1850, some of them burdened with belts full of dust, some of them wan and penniless. One by one the ships were manned and went their ways.

Records made by them in 1849 were forgotten. The cry was for speed. Business men and merchants wanted supplies in less time. Clipper ships were developed in answer to the plea of the western seaport. The distance from New York to the Bay of San Francisco was covered in 89 and 90 days against the agonizing five, six and seven months—even twelve—suffered in '49.

Between seven and eight hundred vessels entered the bay during 1849, all of them bringing passengers. There were 233 from the Atlantic States alone. The average to enter the Gate was 2 a day, totaling some 35,000 passengers for the year, including 23,000 Americans. It is estimated that 3,000 sailors deserted for the mines, leaving during the month of August, 1849, 200 vessels without a seaman aboard.

But the years sent this great host of ships, barks, brigs, schooners and steamers down many sea lanes to oblivion. Some became river boats; some were sold for port dues, broken up for building material. Others rotted and sank at their moorings. It was years before the channel was entirely cleared of these hulks.

Some became store ships; most famous among them being the old "Niantic". There were also others—"Euphemia", "General Harrison", "Apollo", "Georgian", "Manco" and the "Canonicus", although the latter two were not enclosed by the growing wharves nor the "made land" of the waterfront.

These dry land ships were colorful structures, plastered with signs, surrounded by a sort of piazza or stage, equipped with landlubberly hip roofs, offices and even prison cells. The fires of 1851 wiped out most of them, although the hulks of several lay rotting underground for many years. But the story of the store ships is a long one and has no place here.

Of the ships of '49 that returned to active duty, some were wrecked and some were burned. The "Tonquin" and "Ascension" were wrecked in '49. Nine more were burned in 1850. The steamers "McKim" and "Senator" went into the Sacramento

river travel and were joined by the "Gold Hunter" in 1850, which went down in a wreck in '69. Both the "McKim" and the "Senator" were deprived of machinery and turned into sloops, losing caste with the years until they passed out of all resemblance to the splendid boats of '49.

The "Panama" was retired in 1865, her machinery removed and the hulk sent to South America for storage purposes in the coffee business. The old "Oregon" was sold to a lumber firm in 1869, her machinery also removed and her class changed to that of a bark. She was wrecked while lugging lumber from Puget Sound to San Francisco.

The queen of them all, "California", made her last trip from San Diego, November 17, 1875. After her machinery had been taken out, she was made into a bark for hauling lumber and coal.

Her years of glory are forgotten, her first great voyage is a legend of romance today. The little harbor with its reeking mud flats has vanished. No more does the "Grey Eagle" hold the record with 117 days from Philadelphia. No longer does the "Arabian" remind one of her 117 days out of Baltimore. Nor does the captain of the "Arcadian" explain why he spent 260 days on the way from Boston.

They're gone now and only the fading ink of treasured books can tell us the story. Down the pages we may go until once more the wind-swept town rises from the years. There's a howling of wind and a rush of sand over the 'dobes and the tents. The long plank piers are rumbling with many feet and loaded wheelbarrows. Gulls scream above the mud flats and geese honk high overhead. Out beyond lie the ships, the maze of naked masts rising like a phantom forest. The ocean breeze slaps the ratlines and whines among the shrouds; there's a snapping of flags—flags of every color, of every land—and a crackling of the pennants far above. . . .

The picture fades to the deep warnings of ocean liners; the whistle of ferry and freighter. A siren and a beacon on the rocks bring us back from '49.

"The Original records from which the arrivals from March 26th to July 1st 1849 were much defaced in the fire by water and mud and some portions were entirely destroyed, and others rendered unintelligible and difficult to be copied.

(Signed) EDWARD A. KING
Acting U. S. Surveyor
and Harbor Master

San Francisco
June 1851

Boats arriving in San Francisco Bay from March 26, 1849 to December 30, 1849.

* See Footnote.

Month	Day	Name	Class	Nation	From	Days
1849						
March	26	Mary & Ellen	brig	American	Salem	
"	28	Genl. Gammara	b'g. war	Peruvian	Callao	
"	"	Ann	sch'nr.	Tahitian	Tahiti	
"	"	Henry	brig	American	Bodega	
"	"	Hortensia	bark	"	New York	
"	"	Sadogapoch	sch'nr.	"	Bodega	
April	31	Bella Angelita	brig	Peruvian	Payta	
"	1	Volunta	brig	"	San Blass	
"	2	Oregon	stmr.	American	New York	
"	"	Asanath	bark	British	Liverpool	
"	"	Emil	brig	Danish	Valparaiso	
"	"	Ellen Lancaster	bark	British	Sydney	
"	"	Aukland	bark	American	Boston	
"	"	Wilhelmina	bark	Danish	Valparaiso	
"	"	Undine	"	American	Oregon	
"	12	Republicano	brig	Mexican	Mazatlan	
"	"	Adalaida	brig	Chilian	Valparaiso	141
"	"	Euphemia	brig	American	Mazatlan	
"	"	Whitton	bark	American	New York	
"	13	Beatris	brig	Chilian	San Jose	
"	"	Theresa	brig	French	Valparaiso	
"	"	Emelia	brig	Chilian	"	
"	"	Neptunas	ship	Danish	"	
"	"	Matildo	brig	Chilian	Monterey	
"	"	Alert	brig	British	"	
"	"	Tasso	bark	American	Valparaiso	
"	"	Eliza	brig	Peruvian	"	
"	"	Julia	ship	Chilian	"	
"	"	Slavoli	brig	French	"	
"	16	Chataubriand	ship	"	"	54
"	"	Henry Nesmith	"	"	"	150
"	"	S. S.	schnr.	American	New York	26
"	"	Hadiakolos	bark	Hawaian	Lahaina	
"	"	Victoria	ship	Danish	Valparaiso	
"	"	Felix Herrarra	brig	Mexican	San Blass	
"	"	San Jose	brig	Chilian	Valparaiso	
"	17	Packet of Copiapo	bark	Peruvian	Payta	55
"	18	Minerva	brig	Chilian	Valparaiso	
"	"	Swallow	schnr.	American	Santa Cruz	31
"	"	Silva de Grasse	ship	"	Mazatlan	148
"	"	Currency Lass	schnr.	"	New York	21
"	"	William Hill	brig	Tahitian	Oahu, S. I.	91
"	19	Milwakie	schnr.	British	Sidney	10
"	"	Lola	schnr.	American	Columbia River	25
"	"	Galga	schnr.	Equadorian	San Blass	9
"	"	Progress	schnr.	Peruvian	San Pedro	
"	20	Invincible	brig	Equadorian	Benicia	
"	21	Capt. Lincoln	U. S. Transport	American	Valparaiso	63
"	22	Chance	"	"	Callao	45
"	23	Lahaina	schnr.	"	Oahu	26
"	"	Fanny Forrester	ship	"	"	35
"	24	Talca	brig	American	Monterey	5
"	"	Iowa	ship	Chilian	San Diego	14
"	"	Oberon	ship	American	Monterey	
"	"	Antonia	bark	American	Valparaiso	50
"	"	Dispatch	brig	"	Mazatlan	24
"	"	Lima	"	British	Oahu	22
"	"	Superior	bark	"	Valparaiso	67
"	"	Victorine	brig	American	Cardiff	175
"	"	Charlotta	"	French	Valparaiso	51
"	"	Mary Jane	"	Hamburg	Oahu	22
"	"	Sacramento	"	America	New York	150
"	"	Andrea	"	"	"	127
"	29	La Leocadia	schnr.	Peruvian	Callao	47
"	30	Malek Aahel	brig	Tahitian	Tahiti	94
"	"	G. B. Lamar	brig	American	Santa Cruz	4
"	30	Sea Queen (troops)	brig	"	Valparaiso	49
"	"	Philadelphia	ship	"	New York	
"	"	Carmen	bark	"	Panama	81
"	"	Natalia	"	Chilian	Talcahuana	50
"	"	Young Eliza	schnr.	"	Valparaiso	80
"	"	Fairy	"	American	San Jose	72
May	2	John Dunlap	"	Tahitian	Tahiti	39
"	"	"	"	American	Oahu, S. I.	19

* NOTE—The steamer "California," which arrived in San Francisco February 28, 1849, 145 days out from New York, has not been included in King's records.

Month	Day	Name	Class	Nation	From	Days
1849						
May	3	Mary Francis	bark	Hawaian	Mazatlan	24
"	"	Trobador	brig	Chilian	"	25
"	4	Eliza	schnr.	English	Hobart Town	
"	"	Starling	"	Hawaian	Oahu, S. I.	22
"	"	Edwin	ship	American	Valparaiso	49
"	"	Inez	"	American	Sydney	73
"	5	Plymouth	schnr.	Hawaian	Oahu, S. I.	24
"	"	George Nicolas	bark	"	Valparaiso	63
"	"	6th June	schnr.	Chilian	Oahu	22
"	"	Matilda	"	Danish	Mazatlan	22
"	7	St. George	ship	Italian	Callao	40
"	"	Louisa	brig	British	Sydney	96
"	"	Mercedes	ship	Chilian	Oregon	4
"	8	Janet	bark	British	"	4
"	"	Minerva	"	American	Benicia	
"	10	Olga	"	"	Santa Barbara	
"	"	Ronaldi	ship	French	Valparaiso	
"	11	Papati	schnr.	Tahitian	Oahu, S. I.	
"	13	Emmy	"	Danish	China	
"	"	Cayuga	brig	American	San Blass	
"	14	Josephine	schnr.	Hawaian	Oahu, S. I.	
"	"	Gen. Patterson	"	American	Valparaiso	58
"	"	J. M. Cater	bark	American	Oregon	
"	15	Adelpida	ship	Danish	Valparaiso	
"	18	Grey Eagle	"	American	Philadelphia	117
"	"	Elbe	brig	Danish	Valparaiso	
"	"	John Ritson	bark	British	Panama	
"	"	Col. Fremont	brig	American	Callao	
"	19	Huntress	ship	American	Valparaiso	
"	"	Virginia	"	Chilian	"	
"	"	Bellast	brig	American	Panama	
"	20	Osprey	schnr.	British	Hobart Town	
"	25	Fanny	bark	Peruvian	Mazatlan	
"	"	Union	schnr.	Chilian	Valparaiso	
"	26	Maria Louisa	bark	"	"	
"	"	Remano	"	"	"	
"	27	Cirops	ship	Danish	"	
"	"	New Perseverance	brig	Chilian	"	
"	"	Thames	ship	American	Talcahuana	
"	29	Edith	Propeller	U. S.	Mazatlan	
"	30	Antonio	brig	Chilian	Oahu, S. I.	
June	1	Victoria	schnr.	"	Valparaiso	
"	"	Malek Adhel	brig	American	Santa Cruz	
"	"	Warren	"	"	Benicia	
"	2	Eliza	bark	American	Salem	
"	"	Jakin	brig	Chilian	San Blass	
"	"	Prince Meuschikoff	bark	Russian	Oahu, S. I.	
"	"	Bella Angelica	schnr.	Peruvian	Panama	
"	"	James Munroe	ship	American	Oahu, S. I.	
"	"	Quito	brig	American	Talcahuana	
"	"	Citra	brig	Portugese	Hong Kong	
"	"	Louisiana	bark	American	Philadelphia	
"	"	Anonyme	brig	Tahitian	Oahu, S. I.	
"	3	Nuevo Bibayno	brig	Spanish	Manilla	
"	"	O. C. Raymond	"	American	Oregon	
"	"	Mary Ann	schnr.	Hawaian	Oahu, S. I.	
"	"	Grey Hound	ship	American	Baltimore	
"	"	California Dorado	"	Chilian	Valparaiso	
"	"	Favorite (Francis Le Parker)	schnr.	American	New Bedford	
"	4	Panama	stmr.	American	Panama	
"	"	Col. Benton	brig	"	Central America	
"	"	Catalina	"	Chilian	Valparaiso	
"	6	Genl. Rivera	"	"	Talcahuana	
"	7	Rambler	schnr.	Tahitian	Tahiti	
"	8	Massachusetts	ship	American	Callao	
"	"	Lucy Penneman	bark	"	Rio de Janeiro	
"	"	Palamo	brig	French	Mazatlan	
"	9	Johana & Olouff	schnr.	Danish	"	
"	"	Limeuianne	bark	French	"	
"	"	Pataxeut	schnr.	American	"	
"	10	Genl. Fraira	ship	Chilian	"	
"	"	Honolulu	schnr.	American	"	
"	11	Dan'l Watson	brig	British	"	
"	"	Hero	"	Bremen	"	
"	"	Mira del Rogano	schnr.	Mexican	"	
"	"	Liberty	"	American	"	
"	"	Olympa	bark	French	"	
"	"	Heber	ship	American	"	
"	"	Louisa	schnr.	Hawaian	"	
"	13	Oregon	stmr.	American	"	

Month	Day	Name	Class	Nation	From	Days
1849						
June	14	Munace de Furries	schnr.	Chilian		
"	"	Anglona	"	American		
"	"	Inconstant	H. B. M. ship war	British		
"	15	Brothers	brig	Mexican		
"	"	Sea Witch	schnr.	American		
"	"	Maria	brig	Danish		
"	16	Equator	bark	American		
"	"	Adila	schnr.	"		
"	18	Glide	brig	"		
"	"	Coureone Cobijo	"	Chilian		
"	"	Lindsay	bark	British		
"	"	Sophia & Marasete	schnr.	"		
"	20	Massachusetts	U. S. Transport	American		
"	21	Deborah	brig	British		
"	22	Mazatlan	schnr.	American		
"	23	Carib	bark	"		
"	"	Empire	schnr.	"		
"	25	Collony	bark	British	Panama	100
"	"	Surprise	schnr.	Tahitian	Tahata	70
"	26	Elvira	bark	American	Boston	175
"	27	Eclipse	schnr.	"	Baltimore	155
"	"	G. H. Montague	"	"	New Haven	154
"	"	Anonyma	"	"	Boston	160
"	"	Arequipa	bark	British	Monterey	3
"	28	Anthem	schnr.	American	New York	168
"	"	Architect	ship	"	New Orleans	160
"	29	Wm. G. Hackstaff	schnr.	American	New York	149
"	30	Pacifico	brig	Peruvian	Hong Kong	
"	"	G. B. Lamar	"	American	Sacramento	
"	"	Ann McKim	ship	Equadorian	Valparaiso	
"	"	Roe	schnr.	American	New York	
"	"	Mentor	ship	"	New London	150
"	"	Josephine	brig	"	Boston	157
"	"	Corrier de Talcahuana	"	Chilian	Callao	
"	"	South Carolina	ship	American	New York	

"I certify that the within are part of the Original Records of Arrivals from March 26, 1849, to July 1st, 1849.

Surveyors and Harbor Masters Office,

June 31st, 1849.

(Signed): EDWARD A. KING,

Harbor Master and Acting U. S. Surveyor of Port."

Month	Day	Name	Class	Nation	From	Days
1849						
July	1	Hellen M. Fielder	bark	American	Rio de Janeiro	110
"	"	Maria	"	"	Boston	170
"	"	Sterling	brig	"	Beverly	180
"	"	Sabine	"	"	Sydney	87
"	"	Madonna	bark	"	New York	165
"	"	Ocean Bird	"	"	"	172
"	"	S. S.	schnr.	Hawaian	Oahu	21
"	"	Aurora	ship	American	Nantucket	169
"	"	Talimazao	"	"	New York	155
"	"	Panchita	bark	Equadorian	Mazatlan	38
"	"	Packet of Equique	schnr.	Peruvian	Copiopo	66
"	2	Kauai	"	Hawaian	Oahu	35
"	"	Hector	bark	American	Rio de Janeiro	132
"	"	Odd Fellow	schnr.	"	New London	148
"	3	Placier	"	"	Columbia River	4
"	"	Rialto	schnr.	"	Martha's Vineyard	135
"	"	Henry	brig	"	Columbia River	5
"	"	Olivia	schnr.	"	New York	166
"	4	Mary	bark	"	Oahu	26
"	"	Isabel	brig	"	New York	168
"	"	Mary Ellen	"	"	Columbia River	4
"	"	John Enders	"	"	New York	195
"	"	Constelation	schnr.	"	Panama	108
"	5	Leonor	ship	"	Boston	150
"	"	Niantic	"	"	Panama	68
"	"	Malek Adel	brig	"	Sutters Fort	
"	"	Felis Carolina	"	Chilian	San Blass	34
"	"	Express	"	Hamburg	Callao	49
"	6	South Pole	ship	Dutch	Talcahuano	95
"	"	Forest	brig	American	Boston	174
"	"	Pioneer	schnr.	"	Columbia River	8
"	"	Tarolinta	ship	"	New York	174
"	"	Atilla	brig	"	Boston	174
"	"	Mary Stewart	"	"	New York	160
"	7	Boston	schnr.	English	Boston	160
"	"	Edward Everett	ship	American	"	175
"	"	Castilla	bark	Peruvian	Lambayque	47
"	"	Wm. Ivy	"	American	New York	157

Month	Day	Name	Class	Nation	From	Days
1849						
July	7	Ioa	schnr.	Am.	Sagharbor	183
"	"	Centinella	brig	Chilian	Callao	90
"	"	Chambon	schnr.	Equadorian	Acajulta	40
"	"	David Henshaw	brig	American	New York	180
"	"	Albany	ship	"	"	179
"	"	Swallow	schnr.	"	Mazatlan	31
"	8	Orpheus	ship	"	New York	4
"	"	Sacramento	schnr.	"	Columbia River	168
"	"	Saltillo	brig	American	Boston	190
"	9	Mary & Adeline	Troop ship	"	New York	165
"	"	North Bend	brig	"	Boston	172
"	"	Josephine	bark	"	New York	179
"	"	Matilda	brig	Danish	Mazatlan	33
"	"	Azim	bark	American	New York	163
"	10	Antonia	brig	Hamburg	Mazatlan	29
"	12	Phoenix	schnr.	American	Panama	115
"	13	Swallow	bark	English	Hong Kong	68
"	15	Normon	ship	American	Panama	63
"	"	California	stmr.	"	Panama	22
"	16	Euphemia	brig	"	Bodago	4
"	17	Rolla	bark	"	New York	180
"	18	Packet Josephine	brig	New Grenadian	Panama	90
"	"	Undine	bark	American	Columbia River	6
"	"	Joseph Hewitt	schnr.	"	New York via Callao	177
"	"	Velasco	"	"	New London	170
"	"	Suliot	bark	"	Belfast	169
"	"	Almina	brig	"	Boston via Talcahuana	172
"	18	San Blassina	schnr.	Mexican	Santa Cruz	3
"	19	J. W. Cater	bark	American	Portland, Oregon	8
"	20	Capitol	ship	American	Boston	172
"	"	Laura Virginia	schnr.	"	New York	178
"	"	Veloz	"	"	Scajulta	78
"	"	Paraiso	brig	Peruvian	San Blass	85
"	"	Maria	bark	Danish	Hong Kong	66
"	21	Jane Parker	ship	American	Baltimore via Callao	172
"	"	Daniel Webster	"	"	New York via Valparaiso	168
"	22	Steinwarder	bark	Hamburg	Valparaiso	71
"	"	Eliza	"	American	New York via Valparaiso	175
"	"	Genl. Lane	schnr.	American	Oregon	7
"	"	Sutton	ship	"	New York via Valparaiso	203
"	23	Admiral Blaco	brig	Chilian	Valparaiso	76
"	"	Diamond	bark	American	New Bedford via Talcahuana	170
"	"	Pharsalia	ship	"	Boston	175
"	"	Orbit	brig	"	New York	190
"	"	Cordelea	"	"	" via Valparaiso	174
"	24	Victory	bark	"	"	177
"	"	Charlotte	brig	"	Newberryport	180
"	"	Harriet Newhall	bark	"	New York	195
"	26	Sylph	ship	"	Panama	76
"	28	Elizabeth	schnr.	Hawaian	Oahu	44
"	29	Croton	bark	American	New York via Valparaiso	189
"	"	Secret	"	English	Liverpool	205
"	30	Ocean	gallort	Dutch	Valparaiso	70
"	"	I. W. Coffin	bark	American	Talcahuana	83
"	31	Mary W.	schnr.	"	New York via Valparaiso	162
Aug.	1	Conneticut	bark	"	New York	60(?)
"	"	Rhone	ship	"	Hong Kong	52
"	"	Julian	schnr.	Hawaian	Oahu	31
"	"	Paoli	bark	American	Baltimore	200
"	"	Sarah W. Farland	schnr.	American	New York	182
"	"	Montreal	ship	"	Oahu	24
"	"	Don Quixote	bark	"	"	
"	"	Callao	"	Hawaian	Panama	72
"	2	Russel	"	Peruvian	New Bedford	147
"	"	Reward	brig	American	Callao	59
"	3	Newcastle	"	English	New York	210
"	"	Circassian	bark	American	Panama	77
"	"	Swerden	ship	American	Boston	154
"	"	Decator	schnr.	American	New York	184
"	"	Mary Jane	gov't schnr.	"	Monterey	
"	"	Antelope	ship	English	Liverpool	168
"	"	Mary Taylor	schnr.	American	New London	208
"	4	La Soledad	"	No flag	Panama	98
"	"	Talca	schnr.	Peruvian	Mazatlan	48
"	5	Pacific	ship	American	New York	194
"	"	Ocoola	brig	"	Philadelphia	200
"	"	John Day	schnr.	"	New York	
"	"	Isabel	bark	"	"	179
"	"	Corrier del Pacific	brig	Equadorian	Valparaiso	64
"	"	Johanna Ceasar	"	Bremen	Singapore	80
"	6	Genl. Morgan	schnr.	American	New York	161

Month	Day	Name	Class	Nation	From	Days
1849						
Aug.	6	Packet of Copiapo	brig	Chilian	Mazatlan	38
"	"	John G. Coster	ship	American	New York	157
"	"	Spencer	brig	English	Sydney, N. S. W.	105
"	"	Helena	"	Hamburg	Hamburg via Callao	227
"	"	Empress	schnr.	Chilian	Chili via Callao	102
"	"	George Emery	brig	American	New York	194
"	"	I. M. Ryerson	schnr.	"	"	152
"	7	Christopher Colon	ship	"	Talcahuana	180
"	"	Trescott	"	American	Mystic via Tal.	184
"	"	Oniota	brig	"	Philadelphia via Valpo.	203
"	8	Patonia	bark	"	New York	203
"	"	Sophia	ship	Hamburg	Panama	90
"	"	Cecilla Louisa	brig	Hamburg	Panama	78
"	"	Emily Bourne	"	American	New Bedford	180
"	"	Starling	schnr.	Hawaiian	Oahu	34
"	"	Cristina	bark	English	Liverpool	146
"	"	Panama	ship	American	New York	180
"	9	Hopewell	"	"	Warren	190
"	"	Oscar	"	Norwegian	Rio de Janeiro	120
"	"	Inez	"	American	San Pedro	23
"	"	Hersalia	bark	"	New York	198
"	"	Sabine	ship	"	Greenport	180
"	"	Henrietta Sophia	"	Danish	Valparaiso	54
"	"	Gazelle	schnr.	American	New Bedford	175
"	"	Wolcut	brig	"	Valparaiso	60
"	"	Brothers	"	"	New York	165
"	"	Huemul	"	Chilian	Valparaiso	71
"	"	Celina	bark	French	Mazatlan	72
"	"	Edwards	brig	Chilian	Valparaiso	73
"	10	Glocano	"	Spanish	Manilla	72
"	"	Lady Leigh	schnr.	English	Hobart Town	56
"	"	Mary Wilder	"	American	Boston	180
"	"	Lota	bark	"	Rio de Janeiro	126
"	"	Quito	brig	"	Oregon	5
"	"	Southampton	U. S. ship	"	Benicia	"
"	"	Ewen	"	"	"	"
"	11	Philip Howe	bark	"	New York	194
"	"	Genl. O. Higgins	brig	Chilian	Valparaiso	71
"	"	Juana T. Font	bark	"	"	64
"	12	Brooklyn	ship	American	New York	210
"	"	Orion	brig	Chilian	Acapulco	63
"	"	Melchu Seville	"	Peruvian	Callao	54
"	14	Capiapo	"	"	Panama	90
"	"	Valparaiso	"	Chilian	Valparaiso	73
"	15	Ohio	U. S. ship	American	Oahu	23
"	16	Carlos Alauagh	schnr.	Peruvian	Callao	64
"	17	Euphemia	brig	American	Bodago	2
"	18	Panama	U. S. Mail Stmr.	"	Panama	20
"	19	Sumatra	bark	Dutch	Hong Kong	67
"	"	Matadore	brig	Chilian	Panama	66
"	"	Lacao	bark	"	Monterey	6
"	21	Tonlon	"	American	Rio de Janeiro	190
"	"	Oxford	"	"	Boston	222
"	"	Malik Adhel	brig	"	Santa Cruz	3
"	"	Petrel	schnr.	"	Hong Kong	85
"	"	David Henshaw	brig	"	Santa Cruz	2
"	22	Danbury	ship	"	Boston	190
"	23	Kirkland	bark	"	Baltimore	165
"	"	Helena	ship	"	New York	162
"	"	Imperial	brig	Chilian	Santa Cruz	20
"	"	O. C. Raymond	"	American	Columbia River	5
"	"	Mary Jane	schnr.	"	Santa Cruz	"
"	24	Savannah	U. S. Frigate	"	"	"
"	26	Florence	ship	"	New York via Valparaiso	170
"	"	I. R. S.	brig	Chilian	Valparaiso & Cobiza	59
"	27	Express	bark	American	New York	235
"	"	Zealous	"	English	Liverpool	165
"	"	Sarah	Loocha	"	Hong Kong	74
"	28	Memnon	ship	American	New York	120
"	"	Lady Adams	brig	"	Callao	52
"	"	Magnolia	ship	"	New Bedford	201
"	"	Geo. Washington	"	"	New York	202
"	29	Robert Bourne	"	"	"	203
"	"	Louisa	bark	English	Sydney N. S. W.	93
"	"	Jas. R. Whiting	schnr.	American	New York	206
"	"	John Petty	brig	"	Norfolk	228
"	"	Anne	ship	"	Bristol, R. I.	189
"	"	Winthrop	bark	"	"	172
"	"	Flash	schnr.	English	Liverpool and Valpa.	78
"	"	Fanny	brig	English	Auckland, N. Z.	85
"	30	Quechi dios de Mayo	schnr.	Equadorian	Quaquil	60

Month	Day	Name	Class	Nation	From	Days
1849						
Aug.	30	Olga	bark	Am.	Mazatlan	43
"	"	Stafford	"	"	New York	206
"	"	Regai	brig	English	Sydney, N. S. W.	84
"	"	Homboldt	ship	New Grenada	Panama	101
"	31	Louisa	brig	English	Mazatlan	46
Sept.	1	Drummond	bark	Am.	Boston via Callao	210
"	"	Johanna O'Laffa	schnr.	Danish	Mazatlan	32
"	"	Audly Clark	ship	Am.	Newport	198
"	"	Pauline	brig	"	Boston via Valparaiso	240
"	5	Crown Princess	ship	Hanoverarian	Panama	83
"	6	A. Emery	schnr.	Am.	New York	220
"	7	Touro	bark	"	New Orleans via Valparaiso	214
"	"	Drie Gebroeders	"	Dutch	Panama	120
"	"	Georgianna	brig	Am.	New York	233
"	"	Mariposa	ship	"	Hong Kong	91
"	9	Col. Fremont	brig	"	Santa Cruz	4
"	"	Samoset	ship	"	New York	173
"	"	Edwd. Fletcher	bark	"	Boston	182
"	"	Orb	"	"	"	189
"	10	Isabella Blyth	"	English	Hong Kong	62
"	"	Elizabeth	schnr.	Chilian	San Diego	29
"	"	Planet	"	Am.	Boston	160
"	"	La Union	brig	Peruian	Callao	70
"	11	Winhemena	bark	Danish	Panama	56
"	"	Ohio	U. S. ship, 120 guns	Am.	Sausalito	"
"	"	Savannah	U. S. ship, 64 guns	"	"	"
"	"	Inez	ship	"	Benicia	83
"	"	Corbeia	brig	English	Panama	208
"	12	J. B. Gagu	schnr.	Am.	New York	216
"	"	Clarissa Perkins	ship	"	"	200
"	"	J. A. Jesuren	bark	"	New Bedford	214
"	"	John Allyne	schnr.	"	Boston	212
"	"	Lenark	bark	"	Bremen via Valparaiso	164
"	"	Gesine	schnr.	Hanoverian	Baltimore	218
"	13	Hebe	bark	American	Boston	165
"	"	E. Isadora	"	"	Bremen via Valparaiso	150
"	"	Talisman	"	"	Callao	8
"	"	Burgeomester Jensen	ship	Hamburg	Oregon	208
"	"	Mary Ellen	brig	Am.	Boston	42
"	"	Col. Taylor	"	"	Callao	165
"	"	Wodan	ship	Danish	New York	42
"	"	Rising Sun	bark	Am.	Central America	3
"	"	Robert Bruce	brig	"	Monterey	130
"	"	Malek Aahee	"	"	Panama	206
"	"	Two Sisters	schnr.	Equadorian	New York	189
"	"	Henry Lee	bark	American	"	163
"	"	Mallory	"	"	New Bedford	"
"	14	Xyton	ship	"	New York	150
"	"	Ellen Augusta	bark	"	Buenos Ayres	57
"	"	Napoleon	"	"	Valparaiso	173
"	"	Manse	ship	Hamburg	Havre	120
"	15	Venus	sloop	Chili	Valparaiso	165
"	"	Taranto	brig	American	Boston	10
"	"	Menervia	bark	"	San Pedro	214
"	"	Eudorus	brig	"	Bangor	206
"	16	William & Henry	ship	"	Fair Haven	188
"	"	Griffin	bark	"	New York	219
"	"	Henry Astor	ship	"	Nantucket	219
"	"	Rodolph	schnr.	"	Boston	220
"	"	Floyd	bark	"	Providence	165
"	"	John Mayo	"	"	Baltimore	58
"	"	Martuquise	ship	French	Valparaiso	201
"	"	Levant	"	Am.	Philadelphia	220
"	"	Fremont	schnr.	"	New Bedford	192
"	"	Loo Choo	ship	"	New York	167
"	17	Phoenix	"	"	"	211
"	"	Sarah & Eliza	ship	America	New York	196
"	"	Charlotte	"	"	Boston	70
"	"	Anonyme	Loocha	Portuse	Hong Kong	14
"	"	Belfast	brig	Am.	Oregon	251
"	"	Reoka	bark	"	Valparaiso & New York	166
"	"	Flavius	ship	"	New York	190
"	"	Ann Welch	bark	"	"	168
"	"	York	ship	"	Boston	82
"	"	Wm. Watson	"	English	Port Philip	167
"	"	Ovid Mitchell	"	Am.	New Bedford	101
"	"	Harriett Nathan	bark	English	Hobert Town	180
"	"	Rochelle	"	Am.	Boston	54
"	"	Jules	"	Chili	Valparaiso	195
"	"	Jules Ceaser	"	French	Bordeaux	"

Month	Day	Name	Class	Nation	From	Days
1849						
Sept.	17	Palmetto	bark	Am.	New York	192
"	"	Legrange	"	"	Salem	184
"	"	Henry Harbeck	"	"	New York	193
"	"	Elizabeth	ship	"	Salem	165
"	"	(names lost. Page torn)	brig	Dutch	Valparaiso	59
"	"	Orguande	"	Bremen	Rio via Valparaiso	134
"	18	Oregon	stmr.	Am.	Panama	20
"	"	Louisiana	bark	"	Oregon	6
"	"	Bonne Adele	"	French	New York	226
"	"	Elizabeth Ellen	ship	Am.	"	215
"	"	Horatio	bark	"	"	190
"	"	Godeffroy	ship	Hamborough	Valparaiso	60
"	"	S. M. Fox	schmr.	Am.	New York	162
"	"	Condor	brig	Equadorian	San Blass	41
"	"	Ferdinand	schmr.	Am.	Baltimore	198
"	"	Annoyme	Cr.	American	Oahu	"
"	"	Appollo	ship	"	New York	"
"	20	James Munroe	"	"	Oahu	28
"	21	Morrison	"	"	New York	220
"	"	Paragon	schmr.	"	Cape Ann	213
"	"	Amazon	schmr.	English	Tahiti	90
"	22	Andalusia	ship	Am.	Baltimore	150
"	"	Ville de Bandoux	"	Chili	Valparaiso	88
"	"	America	"	Am.	New Bedford	160
"	23	Areutes	"	"	Boston	170
"	"	Caroline	schmr.	Kanacka	Lahina	25
"	"	Samuel Roberts	"	Am.	New York via Rio	246
"	24	Alciopi	ship	"	and	149
"	"	Empressa	bark	"	Boston via Valparaiso	169
"	"	Delfin	brig	Peruian	Callao	66
"	25	R. W. Brown	"	Chili	Valparaiso	74
"	26	Algona	bark	Am.	Baltimore	210
"	"	Resolute	ship	"	Philadelphia	210
"	"	Bon Pere	ship	Oldenburg	Rio via Valparaiso	162
"	"	Linda	bark	French	Bordeaux	135
"	"	Sequin	brig	Am.	New York	166
"	"	John Potter	bark	"	Buenos Ayres	145
"	"	Ajax	"	"	Baltimore	237
"	27	St. Mary	"	English	Liverpool	142
"	28	Mundo	ship	Am.	New York	130
"	"	Manuel E. Forbes	schmr.	Equadorian	Valparaiso	103
"	"	Nymph	sloop	Mexican	San Blass	59
"	"	Shelde	bark	Equadorian	Rio d Laco	139
"	"	Cynga	brig	Belgian	Valparaiso	74
"	29	Wm. Melville	bark	Am.	San Luis	7
"	30	Paul	brig	English	Hobart Town	84
"	"	Cameo	ship	French	Bordeaux & Panama	90
"	"	Regulas	ship	Am.	New York	240
"	"	Pedemonte	brig	"	Boston	192
"	"	Mary Anna	ship	"	Valparaiso	54
"	"	Mary Jane	ship	"	Richmond, Virginia	190
Oct.	1	Mary Frances	U. S. brig	"	Monterey	"
"	"	Sarco de Marda	bark	Oahu	"	25
"	"	Elena	brig	Haweign	Buenos Ayres	186
"	2	Yoeman	bark	Italian	Plymouth	198
"	"	Mousam	brig	Am.	New York	200
"	"	David Henshaw	brig	"	Santa Cruz	6
"	"	Celina	brig	"	Guaquil	89
"	"	Honolulu	schmr.	Equador	Oahu	21
"	"	Mount Vernon	schmr.	Am.	Matapoisilt	164
"	"	McKim	ship	"	New Orleans	"
"	3	Nautilus	stmr.	"	"	"
"	"	Treaty	bark	"	New York	222
"	"	Lucy Penniman	brig	"	Rio de Janeiro	156
"	"	Anglona	bark	"	Cewara Coast	14
"	"	Mary	schmr.	"	"	12
"	"	Union	U. S. Ship	"	Callao	"
"	"	Two Friends	schmr.	English	Port Philip	79
"	"	Swallow	brig	"	Panama	165
"	4	Laura Ann	schmr.	Am.	Mazatlan	25
"	5	Selma	brig	New Grenada	Rio Lea	70
"	6	Glenmore	bark	Am.	New York	177
"	"	Canton	ship	"	Richmond	182
"	"	Cinq Freres	bark	"	New York	188
"	"	Elizabeth Archer	ship	French	Havre & Valpariso (Val.)	66
"	"	Conesde Cobija	bark	English	Sydney, N. S. W.	81
"	"	Dos Amigos	schmr.	Chilian	Honolulu	24
"	"	Annoyme	"	Mexican	Mazatlan	36
"	"	Maria Victoria	"	Am.	Bodaga	2
"	"	Forest	brig	Peruvian	Callao via San Diego	70
"	"		"	Am.	Columbia	8

Month	Day	Name	Class	Nation	From	Days
1849						
Oct.	6	Will Watch	bark	English	London	190
"	"	Catherine	ship	Chilian	Valparaiso	92
"	7	Velasco	bark	Am.	Boston & Talcahuana	236
"	"	Dryade	"	"	Talcahuana	65
"	9	Vernion	"	"	New York	220
"	10	California	U. S. stmr.	"	Panama	23
"	"	Arabian	brig	"	Baltimore	17
"	"	Clarissa	bark	Am.	New York	207
"	"	Johan Amelia	"	Peru	Panama	110
"	11	Star of China	schmr.	English	Sydney	105
"	"	Susan Jane	bark	Am.	Boston	163
"	12	Alhambra	ship	"	New Orleans	180
"	"	Ricardo	brig	Peruvian	Acapulco	152
"	"	New Jersey	ship	Am.	Boston	152
"	"	Prince Charles	"	Swedish	Buenos Ayres	88
"	"	St. George	bark	English	Plymouth	220
"	"	Susan	bark	Am.	New York	210
"	"	Tasso	"	"	Panama	75
"	"	Susan G. Owens	ship	"	Philadelphia	151
"	"	Reform	brig	Russian	Valparaiso	50
"	"	Belvidera	bark	Am.	New York	192
"	"	Almerudutina	"	Chili	Valparaiso	72
"	"	Salem	ship	Am.	New York	214
"	"	Phenix	brig	Hamburg	Guiaquil	40
"	"	Mason	ship	Am.	Philadelphia	"
"	"	Friendship	schmr.	"	New Orleans	210
"	"	Mary Haket	brig	English	London	200
"	14	Mazeppa	ship	"	Port Adelaide	129
"	"	Sabina	brig	"	Rebajo, C. A.	58
"	15	Genl. Worth	schmr.	Am.	New York	180
"	"	Amazon	ship	English	China	"
"	19	Walter Scott	"	Am.	Edgartown	156
"	20	Mary	bark	Tahitian	Hong Kong	65
"	"	Ann	brig	Hawaiian	Oahu	39
"	21	Montgomery	bark	Am.	New Orleans	187
"	"	Emurdale	"	English	Auckland	70
"	22	Friederike	brig	Oldenburg	Rio de Janeiro	170
"	23	Clyde	schmr.	Eng.	Auckland	124
"	24	J. W. Cater	bark	Am.	Columbia River	8
"	"	Eveline	brig	Am.	Hong Kong	79
"	"	S. S.	schmr.	Hawaiian	Lahaina	30
"	26	Mary Stuart	"	Am.	"	26
"	"	Joseph Albine	"	Eng.	New Zealand	70
"	27	Senator	stmr.	Am.	Panama	21
"	29	Privateer	schmr.	Hawaiian	Oahu	31
"	"	Arcadian	brig	American	Boston	260
"	"	Ocean Bird	bark	"	Oregon	7
"	"	Capt. Lincoln	schmr.	"	Mazatlan	"
"	"	Helen Steward	bark	English	Hong Kong	70
"	"	John Bull	brig	"	Auckland	94
"	"	Mary Jane	"	"	Monterey	"
"	30	Diana	bark	Chili	Valparaiso	77
"	"	Mumford	brig	English	Hobertown	110
"	"	Conarad	"	Hamburg	Buenos Ayres	66
"	"	Na. Eagle	"	Am.	Boston	235
"	"	Magdalena	bark	Hamburg	Hamburg	210
"	31	Unicorn	U. S. mail stmr.	Am.	Panama	"
"	"	Henry	brig	"	Oregon	8
"	"	Spartin	bark	Eng.	Launchonten	88
"	"	Hortensia	"	Am.	Monterey	2
"	"	Coynir	"	"	New York	234
Nov.	1	Helen Augusta	"	"	Boston	170
"	"	Panama	U. S. Stmr. (Mail)	"	Panama	21
"	"	Chatham	brig	"	Boston	168
"	"	Smyrna	bark	"	New York	168
"	"	Francis Ann	ship	"	Boston	194
"	"	Athen	schmr.	Hamburg	Liverpool	235
"	2	Fraternite	"	Tahiti	Tahiti	66
"	"	Patapsco	"	Am.	Montevideo	110
"	"	Hurricane	"	Chili	Valparaiso	60
"	"	Clyde	bark	American	"	61
"	"	Globe	"	"	Talcahuana	121
"	"	Asie	"	French	Chiloe	61
"	"	Knickerbocker	ship	Hamburg	Valparaiso	64
"	"	Amazon	bark	Portuguese	Buenos Ayres	70
"	"	Cononicus	brig	Am.	Valparaiso	63
"	"	Moise	ship	French	N. W. Coast	28
"	3	Alfred	schmr.	Am.	New London	210
"	"	Vicar of Bray	bark	Eng.	Valparaiso	"
"	4	Eugenia	ship	Chilian	Panama	94
"	"	Van Sittart	schmr.	Eng.	Hobartown	134

Month	Day	Name	Class	Nation	From	Days
1849						
Nov.	4	Brigham	ship	Am.	Valparaiso	64
"	"	Ann Smith	bark	Am.	New Haven	214
"	5	Brothers	brig	"	Santa Cruz	1/2
"	7	Malek Adhel	"	"	San Diego	8
"	8	Osprey	3 mast schnr.	Eng.	Auckland	59
"	"	Thos. Burnet	ship	Am.	Charleston	210
"	"	Louisa	brig	Mexican	San Blass	53
"	"	Connecticut	bark	Am.	Oahu	16
"	"	Ralph Cross	"	"	Philadelphia	"
"	9	Grey Eagle	ship	"	Mazatlan	17
"	"	St. Michiel	"	French	Valparaiso	50
"	10	Deculion	"	Am.	Boston	156
"	11	Clavelina	brig	Spanish	Manilla	95
"	"	Challenger	"	Chilian	Valparaiso	60
"	"	Speck	Brigantine	Eng.	Auckland	78
"	"	arint Sprague (Word obliterated)	bark	Am.	New York	175
"	11	Susan & Abigail	brig	Am.	Boston	194
"	13	Horace	schnr.	"	New Bedford	240
"	"	Othello	ship	"	Onaraston	286
"	14	Collooney	bark	Eng.	Van Couvers Is.	20
"	17	Canada	ship	Am.	New Bedford	160
"	19	Nahen Keag	bark	"	Providence	255
"	"	Oberon	"	Hamburg	Valparaiso	49
"	"	Starling	schnr.	Hawaiian	Oahu	26
"	"	Constantin	ship	Am.	Boston	134
"	20	North Pole	brig	Norwegian	Valparaiso	54
"	21	George	ship	French	Havre	180
"	"	Arno	bark	British	San Diego	10
"	"	Express	brig	Russian	Valparaiso	45
"	"	Willimantic	schnr.	Am.	New London	250
"	22	Joseph Butler	brig	"	Nantucket	132
"	"	Levena	bark	Buenos Ayres	Buenos Ayres	110
"	"	Johanna	"	Hamburg	Hamburg	"
"	"	Wasson	brig	Am.	Charleston	215
"	"	Galinda	bark	"	New York	226
"	"	J. R. Whiting	schnr.	"	Oahu	"
"	"	Golconda	ship	"	Bangor	160
"	"	Virginia	"	Chilian	Valparaiso	56
"	"	Oxnard	"	Am.	Boston	150
"	"	Dutchess of Clarence	bark	English	Hobarttown	89
"	"	Suffrien	"	French	Havre	"
"	"	Adolph	"	Hamburg	Buenos Ayres	101
"	"	Thomas Perkins	ship	Am.	New York	124
"	23	Iranzeska	ship	Hamburg	Rio de Janerio	101
"	"	Eldorado	schnr.	Am.	Philadelphia	192
"	"	Anna Reynolds	bark	"	New Haven	250
"	"	Tonquin	ship	"	New York	134
"	"	Balance	"	"	"	240
"	24	Warwick	bark	"	Philadelphia	193
"	"	Dimon	"	"	Oregon	6
"	"	Chance	"	British	London	164
"	"	rnica	ship	Hamburg	Valparaiso	48
"	26	J. Merithew	"	Am.	Leersport	152
"	"	Eurotas	bark	"	Boston	188
"	27	Montano	ship	"	Bangor	180
"	"	Alcibide	"	French	Valparaiso	50
"	"	Jacob Perkins	"	Am.	Boston	176
"	"	Madonna	bark	"	Oregon	12
"	"	Coquette	schnr.	Eng.	Sydney	80
"	30	J. B. Gager	"	Am.	Lahaina	17
"	"	Sacramento	brig	"	Columbia River	15
"	"	Mary & Ellen	"	"	"	14
Dec.	1	Giraffe	"	Eng.	Sydney	87
"	"	Oregon	stmr.	Am.	Panama	20 1/2
"	"	Vesta	brig	Am.	"	229
"	2	Juchinnan	bark	Eng.	New Zealand	67
"	"	Anita	"	Am.	Columbia	5
"	"	Mayeppa	"	"	New York via Valparaiso	230
"	3	Patapsco	schnr.	"	Bodago	"
"	5	Shelikoff	bark	Russian	Sitka	22
"	6	Honolulu	schnr.	Am.	San Pedro	10
"	7	Blakely	bark	British	Liverpool	196
"	"	Huntress	ship	Am.	Columbia	15
"	"	George & Martha	bark	"	Boston	187
"	9	Magdala	"	"	New York via Callao	228
"	"	Frederick	brig	English	Auckland	81
"	10	Azim	bark	American	Columbia River	8
"	"	Lawip	"	Chilian	Talcahuana	63
"	"	Belampigo	brig	Mexican	Mazatlan	35
"	"	Thos. P. Hart	"	Am.	New Orleans	186

Month	Day	Name	Class	Nation	From	Days
1849						
Dec.	10	Mary Adeline	brig	Am.	Boston	195
"	"	F. G. Colley	bark	"	Norfolk	275
"	"	Copapo	brig	Mexican	Mazatlan	"
"	"	Huron	ship	Am.	New York	171
"	"	Edward	ship	"	New Bedford	185
"	"	O. C. Raymond	brig	"	Oregon	5
"	"	A. Le Morino	schnr.	English	"	"
"	"	Agenorina	brig'tine	"	Hobarttown	90
"	11	Aurora	ship	Amer.	Oregon	8
"	"	Experiment	brig	Sweden	Valparaiso	53
"	"	Java	ship	French	"	48
"	"	Far West	"	Am.	Monterey	4
"	"	Anglique	"	"	New York	185
"	"	Probus	"	"	"	169
"	"	Juana Avilina	"	Oriental	Buenos Ayres	135
"	12	Lalla	brig	Eng.	Liverpool	172
"	"	Peri	schnr.	"	London	233
"	"	Penelope	"	Am.	New York	237
"	"	Anglona	"	"	Lahaina	24
"	13	Cuthbert Young	brig	English	Valparaiso	66
"	"	Sea Lion	schnr.	Chilian	"	69
"	"	Edward	ship	French	Havre	257
"	"	United	brig	Eng.	Coquimbo	125
"	"	Ebenzer	schnr.	"	Sydney	75
"	"	Rialto	"	Am.	Tombuy	43
"	"	Hector	"	"	San Pedro	18
"	"	Bolton	bark	"	New York	"
"	15	Ceres	ship	French	Havre	248
"	"	Louisa Maria	bark	"	"	"
"	"	Maria	"	Am.	Philadelphia	128
"	"	San Juan	schnr.	"	Panama	"
"	"	Ella Frances	bark	American	"	99
"	19	Hope	"	"	New York via Valparaiso	246
"	"	"	"	"	200 N. Y. 46 Valpo.	"
"	"	Swallow	schnr.	Mexican	Mazatlan	26
"	20	Boston	ship	Am.	New York via Talcahuana	144
"	"	Flora	bark	"	New London	168
"	"	Arkansas	ship	"	New York via Talcahuana	220
"	"	"	"	"	178 N. Y. 42 Talca.	"
"	21	Anaroklos	ship	Danish	Valparaiso	51
"	"	Carter	brig	Chilian	"	58
"	"	Fanny	bark	Peruvian	"	51
"	"	Thresea	"	Hamburg	"	60
"	"	David Malcolm	"	English	Lancaster	90
"	"	Eudoras	schnr.	Am.	Monterey	8
"	"	Cecelia	brig	Swedish	Valparaiso	147
"	24	Russel	bark	Am.	Hawaii	29
"	"	Dolores	"	Chili	Valparaiso	42
"	26	Aliza	brig	"	"	54
"	27	Fox, S. M.	schnr.	Am.	Lahaina	26
"	"	Abille	bark	French	Mazatlan	"
"	"	Louis Phillippi	ship	Am.	Baltimore	"
"	"	Ocean	brig	British	Panama	62
"	"	Margaret	"	"	Sydney	120
"	"	John Farnham	bark	Am.	Philadelphia	"
"	"	Alice	brig	Chili	Valparaiso	60
"	"	Twins Victoria	ship	Am.	New York	153
"	"	Norman	ship	"	"	157
"	"	Globe	brig	"	Boston	178
"	"	Dive de Brabant	"	Belgian	Valparaiso	50
"	"	Fair Tasmianan	bark	Eng.	Hobart Town	76
"	"	Henry Erobank	"	Am.	Boston	215
"	"	Sacramento	"	"	"	188
"	"	U. S. Qr. Master Brig	brig	"	Oregon	"
"	28	Caroline	schnr.	Hawaiian	Lahaina	25
"	"	Hamburgh	bark	Hamburg	Valparaiso	60
"	"	Thos. Lord	brig	British	Auckland	108
"	29	Waldemar	bark	Danish	Montevideo	120
"	"	California	stmr.	Am.	Panama	22
"	"	Pearl	bark	Eng.	Tahiti	"
"	"	Tonlon	"	Am.	Oregon	62
"	"	Augusta	brig	Prussian	Valparaiso	14
"	"	Ann Perry	bark	American	Salem	184



